

CITY OF LOS ANGELES
CALIFORNIA

DEPARTMENT OF
CITY PLANNING
221 N. FIGUEROA STREET
LOS ANGELES, CA 90012-2601

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July 10, 1998

Dear Plan Book Recipients:

**SHERMAN OAKS-STUDIO CITY-TOLUCA LAKE COMMUNITY PLAN -
PLAN BOOK CORRECTION (CPC 86-782 GPC, PART II, AREA 10, SUBAREA 93),
MAP PAGE NO. 165B157**

The attached correction for the Plan land use designation for the subject area shall be incorporated into the Sherman Oaks-Studio City-Toluca Lake Community Plan. Lots along the south side of Moorpark Street, between Coldwater Canyon Avenue and Bellaire Avenue, with residential properties shall be designated in the Community Plan as Medium Residential Density, with a corresponding zone of R3. This correction reflects the intent of the City Planning Commission and City Council as part of the General Plan/Zoning Consistency Program (AB283).

If you have any questions on this matter, please contact Gary Booher, at (213) 580-5563.

Sincerely,

CON HOWE
Director of Planning

ROBERT H. SUTTON
Assistant Deputy Director

Attachment

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April 13, 1998

Dear Plan Book Recipients:

**SHERMAN OAKS-STUDIO CITY-TOLUCA LAKE COMMUNITY PLAN:
PLAN BOOK CORRECTION**

The attached correction for the Plan land use designations for the subject properties shall be incorporated into the Sherman Oaks-Studio City-Toluca Lake Community Plan. The subject properties shall be designated in the Community Plan as Medium Density with a corresponding zone of R3. This correction reflects the intent of the City Planning Commission and City Council as part of the General Plan/Zoning Consistency Program (AB283).

If you have any questions on this matter, please contact Gary Booher at (213) 580-5563.

Sincerely,

CON HOWE
Director of Planning

ROBERT H. SUTTON
Deputy Director

Attachment

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August 26, 1997

Dear Plan Book Recipients:

VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN REPLACEMENT

The attached Ventura/Cahuenga Boulevard Corridor Specific Plan (Ordinance No. 171,240, effective September 24, 1996) replaces the existing specific plan in the following community plan books:

Canoga Park-Winnetka-Woodland Hills-West Hills 86 01059 ✓
Encino-Tarzana 88 02051 ✓
Sherman Oaks-Studio City-Toluca Lake 92 00507

The attached duplicated specific plan package is issued as an interim publication, pending the expected adoption of another specific plan revision in the near future. A full, publication quality print will be issued afterwards.

If you have any questions on this matter, please contact Deuk Perrin at (818) 756-9162.

Sincerely,

CON HOWE
Director of Planning

ROBERT H. SUTTON
Deputy Director

RHS:GB

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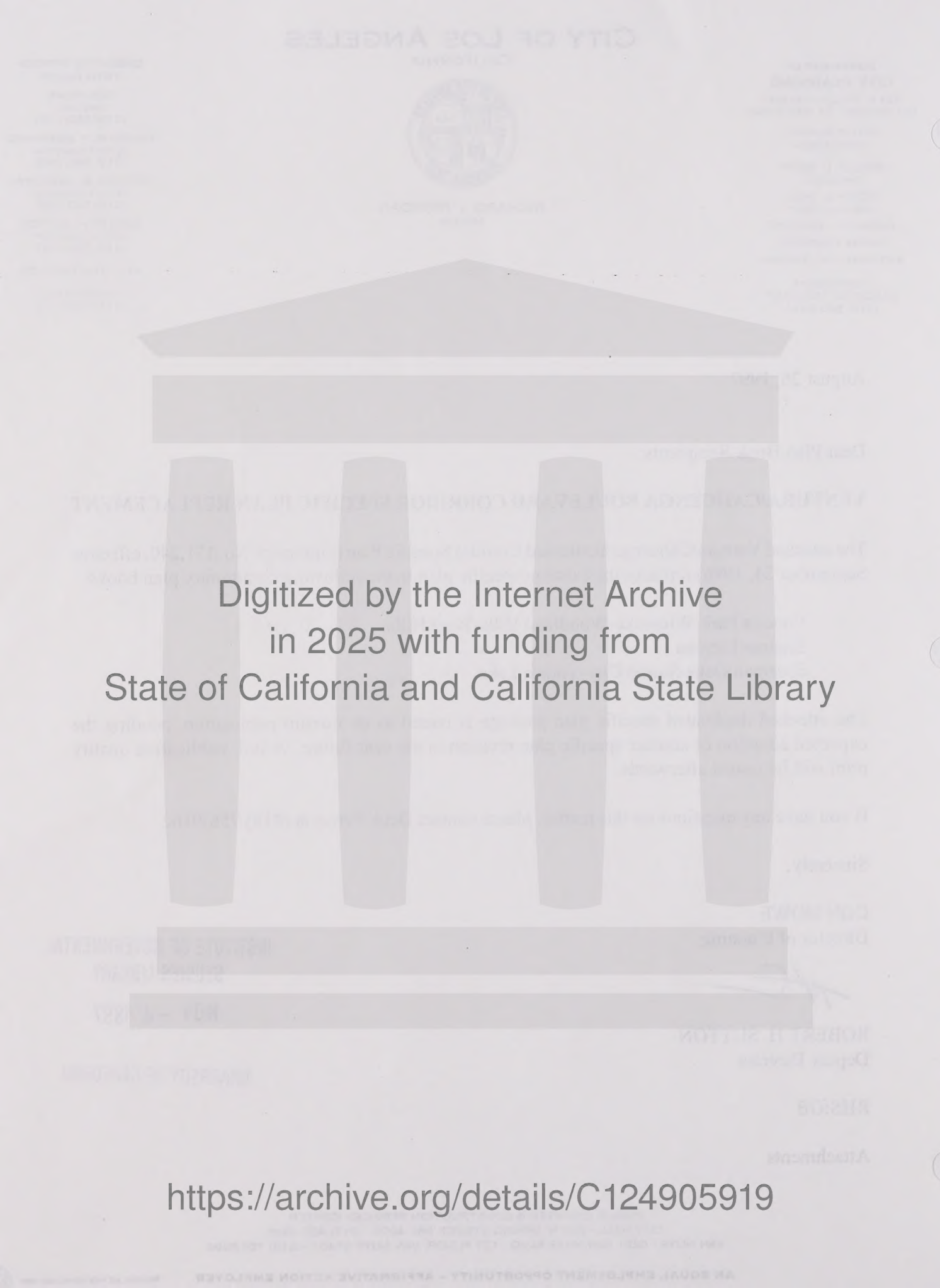
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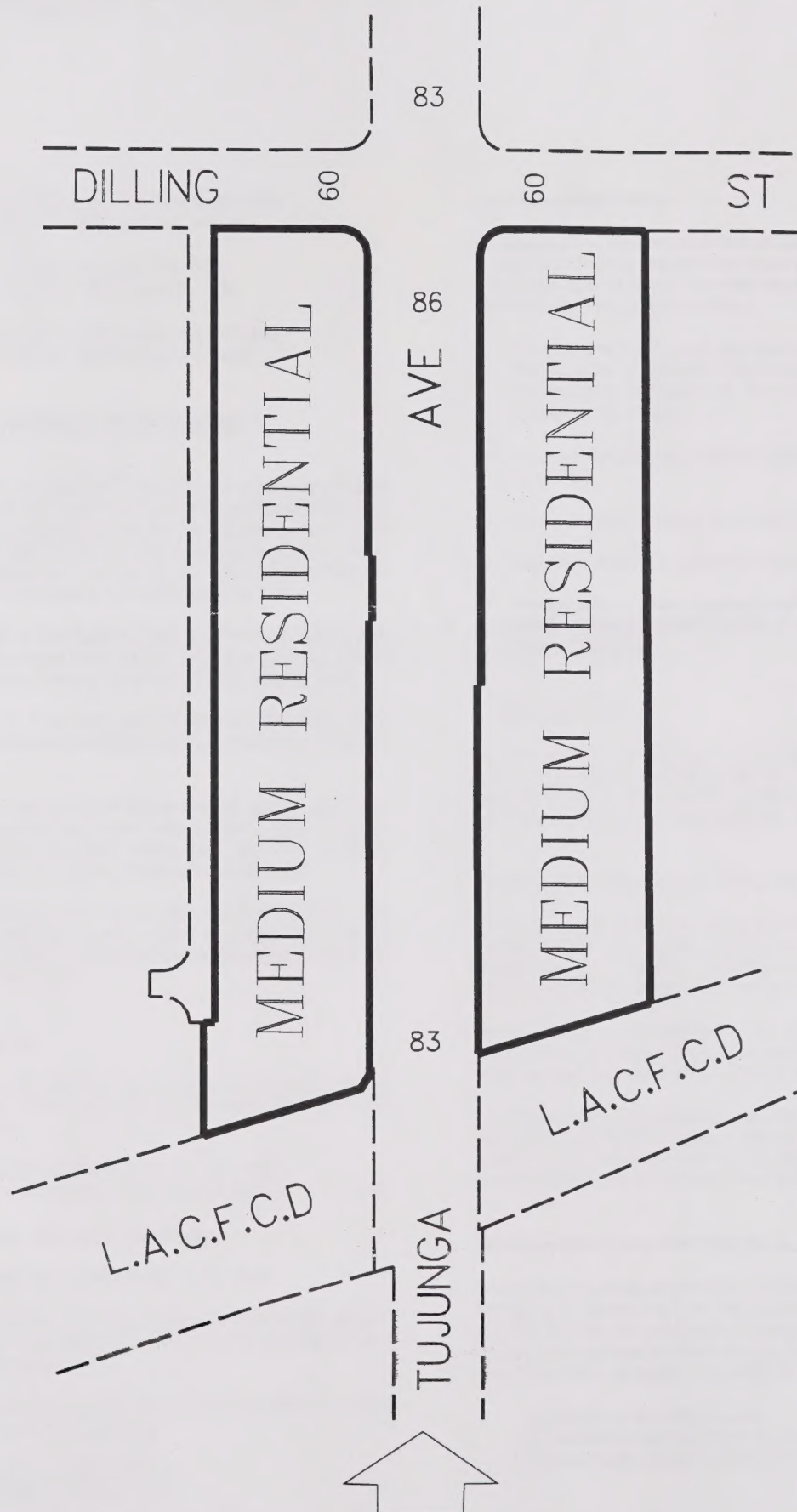
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PLAN AMENDMENT	CPC 86-0782 GPC
C.M. 162B169 162B173	AFT / R A J 4/2/98

HOLLYWOOD

Part 1

VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN

Ordinance No. 166,560
Effective February 16, 1991

Amended by Ordinance No. 171,240
Effective September 25, 1996

SUMMARY OF PROVISIONS

The purpose of this Specific Plan is to enhance existing and future commercial development along the Ventura/Cahuenga Boulevard Corridor, as well as balance future commercial development with the infrastructure and needs of the surrounding communities. These regulations may be more restrictive in some areas than the provisions of the Los Angeles Municipal Code (LAMC).

The area covered by the Specific Plan is shown on Map 1, and covers Ventura/Cahuenga Boulevard in five communities: Studio City, Sherman Oaks, Encino, Tarzana, and Woodland Hills.

Within the Specific Plan area are Pedestrian Oriented Areas (POAs). The Pedestrian Oriented Areas are shown on Maps 2A through 2E.

The development regulations of this ordinance are in addition to those of the Los Angeles Municipal Code (LAMC). They basically relate to land uses, heights, yards and setbacks, parking, landscape and buffering, signs, and building standards.

Permits and approvals must comply with the Specific Plan. The ground floor of buildings must be retail in pedestrian oriented areas. A total exemption is granted for a Department of Building and Safety Order to Comply.

Building Limitations

All projects more than 100 square feet in area are subject to the Floor Area Ratio (FAR) limits of the Specific Plan, with the following minimums:

- Neighborhood/Office Commercial - 0.35:1 FAR
- Regional Commercial & Community Commercial - 0.5:1 FAR

Maximum FARs are established as follows:

- Neighborhood/Office Commercial - 1.0:1 FAR
- Community Commercial, plus Regional Commercial west of the San Diego Freeway - 1.25:1 FAR (mixed use projects may exceed these limits)

Additional limits are specified for cumulative floor area, including existing development, to not exceed:

Phase I - 23,400,000 square feet
Phase II - 27,900,000 square feet

New floor area for each phase is specified by community (Sec. 6D, 6E). Critical intersections are also identified.

Land Use Regulations

All lots adjoining Ventura and Cahuenga Boulevards are deemed to have their front lot line on those boulevards. Setback provisions are for the first 15 feet of building height. Land use regulations have the following characteristics:

- Yard requirements vary by commercial area designation (Regional or Community Commercial, Neighborhood/Office Commercial) and property location relative to a street or residential zone (Sec. 7A).
- Maximum lot coverage varies by commercial area designation (Sec. 7B).
- Landscaping standards are established (Sec. 7C).
- Height limits are specified by listed intersections (Sec. 7D).
- Parking standards are specified according to business activity, with provisions for public parking facilities and off-site valet parking (Sec. 7E).

Project Approval

No permits may be issued by the Department of Building and Safety until after Project Approval has been granted pursuant to the Specific Plan. The applicant shall submit an application, plans, and accompanying fees to the Planning Department for its review.

Project Impact Assessment (PIA) Fee

A fee is established for the purpose of funding the Specific Plan improvements and services listed in Section 12, as well as pedestrian improvements intended to mitigate the cumulative impacts of new development within the Specific Plan area.

All projects, except as exempted must pay or otherwise guarantee payment of a Project Impact Assessment (PIA) fee prior to specified permits issued by the Department of Building and Safety.

The Specific Plan ordinance specifies fee payment procedures and the calculation of the PIA fee, utilizing the PIA fee formula and Table 1. There are provisions for adjustments to the fee, including in-lieu credits, and for appeal of the fee to City Council.

Transportation Mitigation Standards and Procedures

Prior to the issuance of permits by the Department of Building and Safety, the Department of Transportation must determine for projects with any of the following characteristics that the mitigation measures proposed by the applicant are sufficient to reduce the traffic impacts to a level of insignificance:

- 10,000 sq. ft. or more in area
- Convenience market, fast food restaurant, or gas station
- Drive-through or automatic teller machine (ATM)

The Department of Transportation shall establish the number of trips for each project and issue a Preliminary Traffic Assessment. The applicant shall submit an application, including project plans, to the Department of Transportation for its review and pay an accompanying fee as specified in the ordinance (Sec. 10C).

The applicant shall make street dedications and improvements (identified in Appendix II) to the satisfaction of the Department of Transportation and Bureau of Engineering (Sec. 10C).

Prior to issuance of specified building-related permits, the impacts identified by the Department of Transportation must be mitigated by physical transportation improvements and a Transportation Demand Management (TDM) Program, with an accompanying guarantee of the mitigation measures (Sec. 10D),

PIA Fee-Funded Improvements and Services

The funds collected as Project Improvement Assessment (PIA) Fees are used exclusively for specified improvements and services (Sec. 11C), and can be used for community-wide or corridor-wide improvements or services by the Director of Planning making specified findings (Sec. 11B). Phase I improvements and services include transit/TDM/TMO programs, off-street parking, and intersection improvements (Sec. 11C).

Prior Projects Permitted

Certain prior projects may proceed to develop, including those with a covenant and agreement recorded under a prior Ventura/Cahuenga ICO ordinance or preceeding Specific Plan (Sec. 12A). Such projects are subject to the PIA Fee. The Specific Plan provides fee payment options, and for a refund of overpayments (Sec. 12C, 12D).

Sign Regulations

The Department of Building and Safety shall not issue a permit for a sign unless it complies with the sign provisions of the Specific Plan (Sec. 13).

The following signs are prohibited: portable signs, signs on free standing walls, off-site commercial signs, window signs other than the store name, and pole signs in certain area (Sec. 13A).

Generally, a maximum of one sign is permitted, as specified in the ordinance (Sec. 13B).

The following signs are further regulated by commercial land use designation: wall signs, monument signs, projecting signs, temporary signs, time and temperature signs (Sec. 13C).

All existing signs made nonconforming by the Specific Plan ordinance are to be removed within five years of the effective date of the ordinance, provided that amortization tables have been established and funds are available (Sec. 13E).

Public Right-Of-Way Improvements

Within five years after the adoption of the ordinance, the Department of City Planning, after consultation with the Plan Review Board, and with the approval of the Board of Public Works and Board of Cultural Affairs, shall prepare a detailed streetscape plan for each Specific Plan community. The revised streetscape plan shall incorporate provisions regarding street trees, planter boxes, sidewalks, and street furniture, as well as an implementation program (Sec. 14).

Plan Review

The City Council and Mayor shall appoint members of a Ventura/Cahuenga Boulevard Corridor Plan Review Board, as specified in this ordinance as to authority, duties, composition, and operations (Sec. 15A). The Specific Plan provides for an annual review of the Plan, as well as a Specific Plan Restudy when Phase I has been attained.

Owner's Acknowledgment of Limitations

The Department of Building and Safety shall not issue specified building-related permits until the owners of the property have recorded a covenant and agreement acknowledging the contents and limitations of this Specific Plan (Sec. 17).

120VCB1 (080197)

Part 2

VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN

Ordinance No. 166,560
Effective February 16, 1991

Ordinance No. 171,240
Effective September 25, 1996

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120VCB2 (080197)

Part 3

**VENTURA/CAHUENGA BOULEVARD
CORRIDOR SPECIFIC PLAN**

**Ordinance No. 166, 560
Effective February 16, 1991**

**Amended by Ordinance No. 171,240
Effective September 25, 1996**

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Fees	Same as DRB Approval (LAMC 19.01Q); Appeal fee	8C		Guarantee of mitigation measures	10D3
				Phasing when more than 500 trips	10D4
				Inadequate mitigation - If determined by DOT, Director of Planning may require additional mitigation measures, reduction in size, or limitations on use	10D5

<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>	<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
PIA Fee-Funded Improvements and Services		11	Public Right-of-Way Improvements		14
Exclusivity		11A	Interim Streetscape Plan	Use 1989 Envicom report until a revised streetscape plan is adopted	14A
Findings for use of fund		11B	Revised Streetscape Plan	Required in 5 years with provisions	14B
Phase I Improvements and Services		11C		Street trees, planter boxes, sidewalks and street furniture	
- Transit/TDM/TMO					
- Off-street parking					
- Intersection improvements					
- Plan Administration					
Prior Projects Permitted		12	Plan Review		15
Designation of Prior Projects		12A	Plan Review Board		15A
Prior Projects Subject to PIA Fee		12B	Periodic Review of Specific Plan		15B
ICO Project Payment Option		12C			
Refund of Overpayments		12D	Alley Vacations	Public hearing by Commission or City Council required prior to vacation	16
PIA Fees Already Paid or Guaranteed		12E	Owner's Acknowledgment of Limitations	Building and Safety shall not issue specified permits until covenant and agreement recorded acknowledging specific plan	17
Appeals for Prior Permitted Projects		12F			
Sign Regulations	No Building and Safety permits unless sign complies with this section	13	Severability	If one portion of Specific Plan is legally challenged, other portions of Specific Plan remain valid	18
Prohibited Signs	Following signs are prohibited in addition to existing LAMC provisions:	13A	Specific Plan Exceptions		19
	- Portable signs				
	- Wall signs				
	- Off-site commercial signs				
	- Window signs				
	- Pole signs (in certain areas)				
Number of Signs		13B			
Further Sign Regulations	Regional & Community Commercial (wall, monument, projecting and temporary signs)	13C1			
	Neighborhood/Office Commercial (same requirements as 13C1, plus additional for pole signs)	13C2			
Exceptions		13D			
Amortization of Signs	Nonconforming signs to be removed in 5 years; requirements for damaged signs and cessation of business activity	13E			

120VCB3(080197)

Part 4

**VENTURA/CAHUENGA BOULEVARD
CORRIDOR SPECIFIC PLAN**

**Ordinance No. 166,560
Effective February 16, 1991**

**Amended by Ordinance No. 171,240
Effective September 25, 1996**

An ordinance amending the Ventura/Cahuenga Boulevard Corridor Specific Plan, for portions of the Sherman Oaks-Studio City-Toluca Lake Community Plan, the Encino-Tarzana Community Plan, and the Canoga Park-Winnetka-Woodland Hills Community Plan.

WHEREAS, the Ventura/Cahuenga Boulevard Corridor Specific Plan is four years old; and

WHEREAS, during that time serious traffic and transportation problems have persisted; and

WHEREAS, mathematical errors in the calculation of the Project Impact Fees have been discovered; and

WHEREAS, the City Planning Commission instructed staffs from the City Planning Department and the Department of Transportation to draft the necessary amended ordinance; and

WHEREAS, the Commission further instructed staff to consider changing the unit of measure for the Project Impact Fee from trips to floor area; and

WHEREAS, the Planning and Land Use Committee of the City Council is currently holding a number of appeals to the trip fee bills originally mailed to property owners by the Department of Transportation until this matter is cleared up;

NOW THEREFORE,

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

**Section 1. ESTABLISHMENT OF THE VENTURA/CAHUENGA
BOULEVARD CORRIDOR SPECIFIC PLAN**

- A. The Council hereby establishes the Ventura/Cahuenga Boulevard Corridor Specific Plan. The Corridor extends from Leonora Drive on the west to Woodrow Wilson Drive on the east as shown in Map 1. The Specific Plan is applicable to that area of the City of Los Angeles shown on Maps 2A through 2E.
- B. As shown in Maps 2A through 2E, the Ventura/Cahuenga Boulevard Corridor Specific Plan is divided into five major communities: (1) the Studio City Community (west of Woodrow Wilson Drive to Fulton Avenue), (2) the Sherman Oaks Community (Fulton Avenue to the San Diego Freeway), (3) the Encino Community (San Diego Freeway to Lindley Avenue), (4) the Tarzana Community (Lindley Avenue to Corbin Avenue), and (5) the Woodland Hills Community (Corbin Avenue to Leonora Drive).
- C. The Pedestrian Oriented Areas within each of the five major communities are indicated on Maps 2A through 2E.
- D. As shown in Maps 3A through 3E, the Ventura/Cahuenga Boulevard Corridor Specific Plan utilizes three plan designations: (1) Regional Commercial; (2) Community Commercial; and (3) Neighborhood/Office Commercial.

Section 2. PURPOSES

The purposes of this Specific Plan are as follows:

- A. To assure that an equilibrium is maintained between the transportation infrastructure and land use development in the Corridor and within each separate community of the Ventura/Cahuenga Boulevard Corridor Specific Plan area.
- B. To provide for an effective local circulation system of streets and alleys which minimally impacts the regional circulation system and reduces conflicts among motorists, pedestrians, and transit riders.
- C. To provide building and site design guidelines to promote attractive and harmonious multi-family and commercial development.
- D. To assure a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area.
- E. To provide a compatible and harmonious relationship between residential and commercial development where commercial areas are contiguous to residential neighborhoods.
- F. To preserve and enhance community aesthetics by establishing coordinated and comprehensive standards for signs, buffering, setbacks, lot coverage, and landscaping.
- G. To enhance the plan area landscaping by providing guidelines and a process for a coordinated landscaping program of public and private property for the Specific Plan's communities.
- H. To promote an attractive pedestrian environment which will encourage pedestrian activity and reduce traffic congestion.
- I. To promote and enhance the distinct character of each of the five Specific Plan communities by establishing design guidelines and community development limitations.
- J. To establish guidelines and a process for implementing regulatory controls, providing incentives, and funding mechanisms for the systematic execution of the policies and goals of the General Plan within the Specific Plan area.
- K. To ensure sufficient financing to implement improvements called for in the Specific Plan.
- L. To promote a high level of pedestrian activity in the Regional Commercial and Community Commercial areas by regulating the placement of buildings and structures to accommodate outdoor dining and other ground level retail activity, as well as provide for attractive landscaping.

- M. To provide community development limitations based on the community infrastructure's transportation capacity.
- N. To preserve alleys, wherever possible, in the corridor to facilitate traffic flow.

Section 3. RELATIONSHIP TO OTHER PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE

A. Relation to Los Angeles Municipal Code

1. The regulations of the Specific Plan are in addition to those set forth in the planning and zoning provisions of Los Angeles Municipal Code (LAMC) Chapter I, as amended, and any other relevant ordinances and do not convey any rights not otherwise granted under the provisions and procedures contained in that chapter and other relevant ordinances, except as specifically provided herein.
2. Wherever this Specific Plan contains provisions which require different setbacks, restricted yards, lower densities, lower heights, restricted uses, greater parking requirements or other greater restrictions or limitations on development than would be allowed pursuant to the provisions contained in LAMC Chapter I, the Specific Plan shall prevail and supersede the applicable provisions of that Code.

- B. **Exceptions to a Geographic Specific Plan.** The procedures for the granting of exceptions to the requirements of this Specific Plan are set forth in LAMC Section 11.5.7D. In approving an exception to this Specific Plan, pursuant to Section 11.5.7D, the City Planning Commission, and the City Council on appeal, may simultaneously approve any conditional use under their jurisdiction. Only one fee shall be required for joint applications.

Section 4. DEFINITIONS

The following words or phrases, whenever used in this Specific Plan, shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in LAMC Sections 12.03, 91.0402 through 91.0423 and 91.6203.

Applicant. Any person, as defined in LAMC Section 11.01, submitting an application for a building permit, excavation permit, foundation permit, grading permit or sign permit for a Project.

Assessment District. For the purposes of this Specific Plan ordinance, an area established within the boundaries of this ordinance by the City Council for the purpose of levying assessments on property owners within the area to fund certain improvements and activities as identified within this ordinance.

Buildable Area. Notwithstanding LAMC Section 12.03, all of the area of a lot located within the proper zone for the proposed main building, including those portions of the lot which must be reserved for yard spaces, building line setback space, or which may only be used for accessory buildings or uses.

City Building Cost Index. An index for tracking the rate of inflation in building costs. For the purposes of this Specific Plan, that component of the index for the Los Angeles Metropolitan

Area, published by Marshall and Swift relative to "metal frame and walls", will be used to define the City Building Cost Index. If for any reason, this Index ceases to be published, then a similar building cost index will be utilized.

Commercial Floor Area. Floor area devoted to non-residential uses. Hotels and motels shall not be considered residential uses for purposes of this definition.

Community Plan(s). The adopted Plans for the Sherman Oaks-Studio City-Toluca Lake Community Plan area, Encino-Tarzana Community Plan area, and Canoga Park-Winnetka-Woodland Hills Community Plan area. They are all parts of the General Plan of the City of Los Angeles.

Convenience Market. A retail market which has a floor area of less than 5,000 square feet and which sells an assortment of packaged food and small, non-food carry-out items.

Director. The Director of Planning or his or her designee.

Drive-Through / Convenience Premium. The fixed component of the PIA Fee charged when drive-through facilities are included in retail sales/service, restaurant, and bank use regardless of the number of ATM, teller, and service windows, and for gasoline stations regardless of the number of fueling positions. Convenience markets are always charged this drive-through/convenience premium.

Floor Area Ratio. A multiplier applied to the Buildable Area of a commercially or residentially zoned lot in order to determine the maximum allowable floor area of all buildings on a lot.

Ground Floor. The lowest story within a building which is accessible to the street, the floor level of which is within three feet above or below curb level, which has frontage on or is primarily facing any public street, and which is at least 50 feet in depth or the total depth of the building, whichever is less.

In-Lieu Credit. A credit toward payment of the Transportation Impact Assessment Fee, pursuant to the provisions of Section 9 of this Specific Plan.

Level of Service (LOS). An indicator, designated "A" through "F", of the degree of traffic saturation of a lane segment or intersection. For purposes of this ordinance, "LOS" shall pertain to intersection level of service which is determined by the ratio of critical lane volume "V" to the intersection's capacity "C" or "V/C" ratio.

Mixed-Use Development. A project which combines office or other commercial uses with a residential use, with at least 25 percent of the total Project floor area as residential and at least 33 percent of the total Project floor area as commercial.

Peak Hour. The one-hour period of a weekday with the greatest average on-street traffic volume.

Pedestrian Oriented Area. One of the five areas within the Specific Plan area, as shown on Maps 2A through 2E of this Specific Plan, in which greater pedestrian activity is encouraged.

Pedestrian Serving Uses. Book stores; cafes; coffee houses; ice cream parlors; restaurants without drive-through facilities; theaters; and specialty stores which primarily sell records, electronic tapes, compact discs, and audio cassettes.

Permitted Floor Area, Approved. Commercial Floor Area of a Project which has been granted a Project Permit or a clearance from the Department of City Planning and Department of Transportation pursuant to a Ventura/Cahuenga Boulevard Interim Control Ordinance or a Project Approval pursuant to the provisions of this Specific Plan or preceding Specific Plan.

Phases of Development. A schedule of development for Projects in this Specific Plan area which limits development by correlating incremental increases in the total Approved Permitted Floor Area of all commercial Projects with the implementation of certain transportation objectives and actions, as specified in this Specific Plan.

Phasing Program. A schedule which is applicable to Projects for the purpose of dividing into stages the construction of Projects and the construction of related transportation infrastructure.

P.M. Peak Hour. The one-hour period of a weekday with the greatest average on-street traffic volume occurring during the hours of 3:00 P.M. to 7:00 P.M.

Portable Sign. A sign not permanently affixed either to land or to a structure on land.

Preliminary Traffic Assessment. The Department of Transportation's initial determination of the requirements for review of the Project's compliance with transportation-related ordinance provisions, including the necessity for a traffic study.

Project. Any grading, construction, erection, addition to or structural alteration of any building or structure, a use of vacant land, or change of use on a lot located in whole or in part within the Specific Plan area, which requires the issuance of any demolition permit, building permit, excavation permit, foundation permit, grading permit, or sign permit. A Project shall not include interior construction or a change of use unless it (a) increases the floor area; or (b) increases the number of Trips; or (c) increases parking requirements pursuant to Section 7E of this Specific Plan; or (d) includes a change of use which is not consistent with those permitted by Section 5A3 of this Specific Plan.

Project Approval. An application submitted to the Director of Planning for a determination that the proposed Project meets the Design Guidelines and requirements of this ordinance and, where applicable, that the Department of Transportation has determined in writing that the Project is in conformance with the transportation provisions of this ordinance.

Project Impact Assessment Fee. The monies required to be paid into the Ventura/Cahuenga Boulevard Corridor Specific Plan Revenue Fund by an Applicant for a Project, based on the Project's floor area and pursuant to the requirements of this ordinance.

Shopping Center. A building or group of buildings on a lot or lots which has 10,000 or more square feet of commercial retail uses with more than one commercial retail use.

Significant Transportation Impact. The transportation impact, measured either as an increase in volume to capacity (V/C) ratio at an intersection, or an increase in the number of average daily vehicle trips (ADT) on a local residential street, which equals or exceeds the following significant thresholds, as determined by the Department of Transportation.

1. At an intersection:

<u>If final V/C is</u>	<u>Significance Threshold</u>
0.701 - 0.800	0.04
0.801 - 0.900	0.02
0.901 or greater	0.01

2. On a residential street:

<u>If final ADT is</u>	<u>Significance Threshold</u>
1,000 or greater	12.5% of Final ADT

Supermarket. A retail store which has a floor area equal to or greater than 5,000 square feet and which sells an assortment of foods, as well as items for food preparation, household cleaning, and personal care.

Traffic Assessment. The Department of Transportation's written determination of the likely traffic impacts resulting from the Project and its mitigation measures, considering the estimate of Project-generated trips, ambient growth, related developments, and Levels of Service at adjacent intersections.

Traffic Study. A written report prepared and submitted according to DOT's traffic study guidelines, discussing the traffic engineering investigation and analysis of Project-related traffic impacts, including recommendations to mitigate the traffic impacts, if any.

Transportation Demand Management (TDM). A program promoting ridesharing and transit use to reduce Project-related Trips, to be provided by an Applicant or owner, lessee or assignee of an Applicant.

Trip. An arrival at or a departure from a Project during the A.M. or P.M. Peak Hour by a motor vehicle as calculated by the Department of Transportation using the Trip generation formulas and/or table provided in technical references published by the Institute of Transportation Engineers (ITE) and other transportation and traffic engineering industry sources.

Section 5. PROHIBITIONS, VIOLATIONS AND EXEMPTIONS

A. Prohibitions

1. **Violations and Penalties.** Any violation of this ordinance shall be subject to the provisions of Section 11.00 M of the LAMC.
2. **Specific Plan Compliance Required for Building, Excavation, Foundation, Grading and Sign Permits.** Notwithstanding any provision of the LAMC to the contrary, no building, excavation, foundation, grading or sign permit shall be issued for a Project unless the Applicant complies with all sections of this Specific Plan. No sign permit shall be issued unless the sign conforms to the requirements of Sections 8 and 13 of this Specific Plan. In general, a Project shall be subject to a Department of Transportation mitigation approval described in Section 10 and a Department of City Planning Project Approval described in Section 8.
3. **Use Limitations in Pedestrian Oriented Areas**
 - a. In addition to the prohibition in Subdivision 2 above, in the Pedestrian Oriented Areas identified on Maps 2A through 2E of this Specific Plan, no demolition permit, building permit, excavation permit, foundation

permit, grading permit, or sign permit shall be issued for any Project unless the Project includes a Ground Floor which is restricted in its entirety to retail uses or any Pedestrian Serving Use. The Applicant shall guarantee the continued restriction to retail or Pedestrian Serving Uses by executing and recording a covenant and agreement. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning, recorded with the County Recorder, and a certified copy delivered to the Departments of City Planning and Transportation prior to the issuance of any demolition permit, building permit, excavation permit, foundation permit, grading permit, or sign permit.

- b. Subdivision 3a above shall not apply to a Project which consists of construction, erection, addition to or structural alteration of a hospital located in the Pedestrian Oriented Area identified on Map 2C, so long as the Project does not exceed 160,000 square feet of Floor Area and any new uses in the Project within 100 feet of Ventura Boulevard are retail or Pedestrian Serving Uses.

- B. **Total Exemption from Specific Plan Provisions.** Any Project for which a demolition permit, building permit, excavation permit, foundation permit, grading permit, or sign permit is required in order to comply with an order issued by the Department of Building and Safety to repair an unsafe or substandard condition shall be exempt from the provisions of this Specific Plan. This exemption shall not apply to a change of use or an addition of floor area.

Section 6. BUILDING LIMITATIONS

A. Basic Development Rights

All Projects which involve new construction, or additions of more than 100 square feet of floor area to existing buildings shall be limited by the Floor Area Ratios in Subsection B and the Commercial Floor Area buildout limitations in Subsection C. However, notwithstanding the limitations in Subsections C, D and E below, each lot shall have development rights of at least a 0.35:1 Floor Area Ratio in the Neighborhood/Office plan designation areas and a 0.5:1 Floor Area Ratio in the Regional Commercial and Community Commercial plan designation areas.

B. Floor Area Ratio Limitations

1. The following Floor Area Ratios shall apply to Projects within the Community Commercial plan designation, and within the Regional Commercial plan designation west of the San Diego Freeway:
 - a. No Project may exceed a maximum Floor Area Ratio of 1.25:1.
 - b. However, an additional Floor Area Ratio of 0.25:1 may be granted by the Department of City Planning during the Project Approval process for a Mixed-Use Project, pursuant to Section 8.

2. The following Floor Area Ratio shall apply to Projects within the Neighborhood/Office Commercial plan designation:

No Project may exceed a maximum Floor Area Ratio of 1.0:1.

3. The following Floor Area Ratio shall apply to Projects within the Regional Commercial plan designation east of the San Diego Freeway:

No Project may exceed a maximum Floor Area Ratio of 1.5:1.

C. Cumulative Permitted Commercial Floor Area and Existing Floor Area

Phases of Development. The cumulative Permitted Floor Area and the existing floor area prior to any Ventura/Cahuenga Boulevard Interim Control Ordinance for all commercial square footage in this Specific Plan shall not exceed the following cumulative square footage, by Phase of Development:

Phase I - 23,400,000 square feet

Phase II - 27,900,000 square feet

- D. **Project Limitations Based On Commercial Floor Area for Phase I.** In Phase I, no project shall be permitted which would result in creating more than the cumulative total Commercial Floor Area in any community that exceeds the following limits:

1. Studio City - 728,000 square feet of additional Commercial Floor Area;
2. Sherman Oaks - 399,000 square feet of additional Commercial Floor Area;
3. Encino - 614,000 square feet of additional Commercial Floor Area;
4. Tarzana - 666,000 square feet of additional Commercial Floor Area; and
5. Woodland Hills - 1,703,000 square feet of additional Commercial Floor Area.

E. Project Limitations Based on Commercial Floor Area for Phase II

1. Studio City - 797,000 square feet of additional Commercial Floor Area;
2. Sherman Oaks - 436,000 square feet of additional Commercial Floor Area;
3. Encino - 672,000 square feet of additional Commercial Floor Area;
4. Tarzana - 728,000 square feet of additional Commercial Floor Area; and
5. Woodland Hills - 1,864,000 square feet of additional Commercial Floor Area.

F. **Project Limitations Based on Traffic Impact.** When 4,110,000 square feet of additional Commercial Floor Area has been permitted in the entire Specific Plan area during Phases I and II of the intersections listed in Section 11G (Section 11C for Phase I) are operating at the unacceptable Level of Service of E or F, as determined by the Department of Transportation, then each Project shall be limited to the Basic Development Rights as set forth in Subsection A of Section 6.

G. **Critical Intersections.** The following corridor intersections are critical intersections:

Studio City

1. Barham Boulevard and Cahuenga Boulevard
2. 101 Ramps, Regal Place and Cahuenga Boulevard
3. Lankershim Boulevard and Ventura Boulevard
4. Vineland Avenue and Ventura Boulevard
5. Tujunga Avenue and Ventura Boulevard
6. Colfax Avenue and Ventura Boulevard
7. Laurel Canyon Boulevard and Ventura Boulevard
8. Coldwater Canyon Avenue and Ventura Boulevard

Sherman Oaks

9. Woodman Avenue and Ventura Boulevard
10. Beverly Glen Boulevard and Ventura Boulevard
11. Van Nuys Boulevard and Ventura Boulevard
12. Kester Boulevard (east and west jog) and Ventura Boulevard
13. Sepulveda Boulevard and Ventura Boulevard

Encino

14. 101/405 Ramps, Sherman Oaks Avenue and Ventura Boulevard
15. Hayvenhurst Avenue and Ventura Boulevard
16. Balboa Boulevard and Ventura Boulevard
17. White Oak Avenue and Ventura Boulevard

Tarzana

18. Lindley Avenue and Ventura Boulevard
19. Reseda Boulevard and Ventura Boulevard
20. Wilbur Avenue and Ventura Boulevard
21. Vanalden Avenue and Ventura Boulevard
22. Tampa Avenue and Ventura Boulevard
23. Corbin Avenue and Ventura Boulevard

Woodland Hills

24. Winnetka Avenue and Ventura Boulevard
25. DeSoto Avenue and Ventura Boulevard
26. Canoga Avenue and Ventura Boulevard
27. Topanga Canyon Boulevard and Ventura Boulevard
28. 101 Ramps near Shoup Avenue and Ventura Boulevard
29. Shoup Avenue and Ventura Boulevard
30. Fallbrook Avenue and Ventura Boulevard
31. 101 Ramps, Woodlake Avenue and Ventura Boulevard

H. **Exemptions from the Limitations in Subsections B, C and D**

1. The provisions of Subsections B, C and D above shall not apply to any Project which is subject to a (Q) Qualified Zone Classification adopted after November 9, 1985, and before the effective date of this ordinance, provided, the (Q) Qualified Zone Classification includes specific limitations on building height, Floor Area Ratio and Trips. Projects described in Ordinance No. 164,115 and Ordinance No. 164,219 are the only cases subject to this partial exemption.
2. The provisions of Subsections B, C and D above shall not apply to the Project located at 17421 Ventura Boulevard which was the subject of City actions under Ordinance No. 158,865, BZA 4157 and ZA 89-0811 (ZV)(YV), so long as the Project will be no larger than 107,000 square feet in floor area and will not change the footprint of the existing building.

I. **General Requirement.** The Department of City Planning shall establish, monitor, and maintain an official record of all cumulative Permitted Floor Area, by Phase of Development, within the Specific Plan area. The Floor Area record shall be maintained at the parcel and Community level.

J. **Certification of Compliance with the Phases of Development Requirements**

1. No Project Approval shall be granted for any Project which would cause the cumulative Permitted Floor Area to be increased from Phase I to Phase II until the City Council has done one of the following: certified that all requirements of the current Phase of Development have been implemented or assured; or, adopted findings to justify the reasons why the requirements are not necessary to mitigate any significant environmental impacts; or, adopted appropriate Specific Plan amendments and accompanying findings.
2. The City Planning Commission, based upon a report and recommendations from the Department of City Planning, with the assistance of the Department of Transportation and the advice of the Plan Review Board, shall report to the City Council whether all the requirements of Phase I have been implemented. The report shall also address any requirements that have proven to be unnecessary.

If the City Council determines that the requirements of Phase I are not necessary in order to mitigate significant environmental impacts, then it shall adopt findings to justify the reasons why the requirements are not necessary. If the Council determines that not all of the requirements of Phase I have been implemented or assured and that this Specific Plan should be amended or revised based on the review process, then it shall adopt findings accordingly and request staff to report on what appropriate amendments should be adopted.

Section 7. LAND USE REGULATIONS

A Project shall comply with the following land use regulations:

A. Yards and Setbacks

1. **General.** Notwithstanding LAMC Sections 12.12.2, 12.13, 12.13.5, 12.14 and 12.16 to the contrary, the following requirements for yards and setbacks shall apply to all Projects which consist of construction of a new building or an addition of square footage to an existing building:
 - a. If a lot has a coterminous lot line with Ventura or Cahuenga Boulevard then, for the purposes of this subsection, the lot line shall be deemed to be the front lot line on Ventura or Cahuenga Boulevard. If a lot has a coterminous lot line with Sepulveda, Van Nuys, Reseda or Laurel Canyon Boulevards, but not with Ventura or Cahuenga Boulevards then, for the purposes of this subsection, the lot shall be deemed to front on Sepulveda, Van Nuys, or Reseda or Laurel Canyon Boulevards.
 - b. The exceptions in LAMC Section 12.22C20 shall be applicable to yards and setbacks required pursuant to this Specific Plan.
 - c. For purposes of this subsection, the term setback shall only refer to a setback of floors below the first 15 feet in height of a building.

2. Regional Commercial and Community Commercial Areas

- a. **Front Yards and Setbacks.** A maximum 10-foot front yard shall be permitted for lots in the Regional and Community Commercial plan designation areas.

No Project may be built within 18 inches of the front lot line. This 18-inch setback shall be landscaped to the satisfaction of the Director of Planning.

Alternatives:

- 1) Notwithstanding Paragraph a above, except for areas required for vehicular access to parking, a front yard of up to 40 feet in depth for a maximum of 50 percent of the length of the front lot line or a maximum width of 50 feet, whichever is less, may be provided. If this alternative No. 1 is utilized, then the Project shall not be subject to the requirements in Subsection 7D1f and g.
- 2) If at least 50 percent of the length of the building frontage is built less than 18 inches from the front lot line, then:

- a) 25 percent of the length of the building frontage shall be setback up to a maximum of ten feet with a minimum 18-inch setback; and
- b) The remaining 25 percent of the length of the building frontage shall be setback up to a maximum of twenty feet with a minimum 18-inch setback; and if this alternative No. 2 is utilized, then the Project shall not be subject to the requirements in Subsection 7D1f and g.

- 3) Lots may have a maximum 25-foot front setback for the Project's first 15 feet in height, so long as the entire setback area is used for outdoor dining. Portions of a building over 15 feet need not be setback. If this alternative No. 3 is utilized, then the requirements in Subsection B shall not apply.

- b. **Side Yards.** No side yard shall be permitted at the Ground Floor, except where a maximum 20-foot wide driveway is necessary for access to parking, for other required exits or where the Project contains residential uses, in which case, LAMC Sections 12.07, 12.07.01, 12.07.1, 12.08, 12.08.1, 12.08.3, 12.08.5, 12.09, 12.09.1, 12.09.5, 12.10, 12.11 and 12.12 shall apply.

c. Rear Yards

- 1) Notwithstanding LAMC Section 12.21C1(h), if the rear lot line of a lot is adjacent to a street, then there shall be a minimum 25-foot rear yard.
- 2) If the rear lot line of a lot is adjacent to a residentially zoned lot, then the lot shall have a minimum 20-foot rear yard, unless more is required by LAMC Section 12.21.1A10.

If an alley abuts a rear lot line and the alley is at least 20 feet wide, then the yard shall be measured from the midpoint of the abutting alley.

3. Neighborhood/Office Commercial Areas

a. Front Yards and Setbacks

- 1) For lots which are 100 or fewer feet in width:
 - a) No Project may be built within 18 inches of the front lot line. This 18-inch setback shall be landscaped.
 - b) Each lot shall have a maximum front yard or front yard setback of 60 feet, or an average front yard of all existing structures on the block in which the lot is located, whichever is less. The average depth of the front yards on the block shall include all of the developed lots which have front yards that vary in depth by not more than ten feet and which comprise 40 percent or more of the frontage on the block.
- 2) For lots which are more than 100 but no more than 200 feet in width:
 - a) No Project may be built within 18 inches of the front lot line; however, floors above 15 feet may be built to the lot line. This 18-inch setback shall be landscaped.

- b) Each lot shall have a maximum front yard of 20 feet for a minimum of 33 percent of the length of the front lot line. The balance of the lot frontage may have a maximum front yard of 60 feet, or a front yard equal to the average of all existing structures on the block in which the lot is located, whichever is less. The average depth of the front yards on the block shall include all of the developed lots which have front yards that vary in depth by not more than ten feet and which comprise 40 percent or more of the frontage on the block.

3) For lots which are wider than 200 feet:

- a) No Project may be built within 18 inches of the front lot line; however, floors above 15 feet may be built to the lot line. This 18 inch setback shall be landscaped.
- b) Each lot shall have a maximum front yard of 20 feet for a minimum of 50 percent of the length of the front lot line. The balance of the lot line may have a maximum front yard of 60 feet, or a front yard equal to the average of all existing structures on the block in which the lot is located, whichever is less. The average depth of the front yards on the block shall include all of the developed lots which have front yards that vary in depth by not more than ten feet and which comprise 40 percent or more of the frontage on the block.
- b. **Side Yards.** A side yard of 10 feet may be permitted, except where a maximum 20-foot wide driveway is provided for vehicular access to parking, for required exits or as specified in Subsection E below, or where the Project contains residential uses, in which case, LAMC Sections 12.07, 12.07.01, 12.07.1, 12.08, 12.08.1, 12.08.3, 12.08.5, 12.09, 12.09.1, 12.09.5, 12.10, 12.11, and 12.12 shall apply.
- c. **Rear Yards**
 - 1) Notwithstanding LAMC Section 12.21C1(h), if the rear lot line of a lot is adjacent to a street, then there shall be a minimum 25-foot rear yard.
 - 2) If the rear lot line of a lot is adjacent to a residentially zoned lot, then the lot shall have a minimum 20-foot rear yard unless more is required by LAMC Section 12.12.1A10.

If an alley abuts a rear lot line and the alley is at least 20 feet wide, then the rear yard shall be measured from the midpoint of the abutting alley.

B. Lot Coverage

- 1. Regional Commercial and Community Commercial Areas. Buildings and structures shall cover no more than 75 percent of the lot area.
- 2. Neighborhood/Office Commercial Areas. Buildings and structures shall cover no more than 60 percent of the lot area.

C. Landscaping Requirements. These requirements shall apply to all Projects, including changes of use to existing buildings:

1. Parking Lots

- a. At least 15 percent of the total area of a surface parking lot shall be landscaped.
- b. For surface parking lots, one tree shall be provided for every four parking spaces. The trees shall be shade-producing trees of a minimum 30-inch box size, no less than ten feet in height at maturity. These trees shall be evenly distributed throughout the parking lot so as to shade the surface parking area.
- c. In addition to the requirements of Subparagraph b above, a 10-foot landscaped buffer shall be provided around any surface parking lots or parking structure. When surface parking lots or parking structures are adjacent to other surface parking lots or parking structures, a 10-foot landscaped buffer between the lots or structure shall be required. It shall incorporate walkways between the parking areas.

2. Parking Structures

- a. Parking structures or that portion of a building which is used for parking shall be designed so as to substantially screen automobiles contained in the garage from view, except as may be recommended by the Los Angeles Police Department for purposes of safety. The facade of any parking building shall be designed so that it is similar in color, material, and architectural detail with the building(s) for which it serves for parking.
- b. Parking structures shall be designed to include planting of trees, shrubs, flowers, or vines on the roof, facade, and setbacks in order to provide additional screening and exterior landscaping.
- c. Parking structures installed with air circulation vents and/or fans shall not have the vents and fans adjacent to or facing a residential area in order to avoid any adverse noise impact.

3. Yards, Setbacks, and Building Frontages

- a. At least 60 percent of all front yards or front setbacks in excess of 18 inches shall be landscaped and the remainder shall be finished to City standards for sidewalks, or finished with other paving materials, including concrete pavers, brick masonry pavers or tile or covered in gravel.
- b. The Applicant shall install an irrigation system to maintain all required landscaping.

4. Gas Stations. Gas stations shall be landscaped to the satisfaction of the Director based on guidelines developed by the Director.

D. Height Limit

1. Notwithstanding LAMC Section 12.21.1B2 and B3, no building or structure shall exceed the following heights:

a. Studio City

- 1) From the intersection of Woodrow Wilson Drive and Cahuenga Boulevard to the intersection of Carpenter Avenue and Ventura Boulevard:
 - a) On the north sides of Cahuenga and Ventura Boulevards - 45 feet.
 - b) On the south sides of Cahuenga and Ventura Boulevards - 30 feet.
- 2) From the intersection of Carpenter Avenue and Ventura Boulevard to the intersection of Laurel Canyon Boulevard and Ventura Boulevard: On both sides of Ventura Boulevard - 45 feet.
- 3) From the intersection of Laurel Canyon Boulevard and Ventura Boulevard to the intersection of Whitsett Avenue and Ventura Boulevard:
 - a) On the north side of Ventura Boulevard - 45 feet.
 - b) On the south side of Ventura Boulevard - 30 feet.
- 4) From the intersection of Whitsett Avenue and Ventura Boulevard to the intersection of Fulton Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

b. Sherman Oaks

- 1) From the intersection of Fulton Avenue and Ventura Boulevard to the intersection of Tyrone Avenue/Beverly Glen Boulevard and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.
- 2) From the intersection of Van Nuys Boulevard and Moorpark Avenue to the intersection of the Ventura Freeway overpass at Van Nuys Boulevard: On both sides of Van Nuys Boulevard - 30 feet.
- 3) From the intersection of Tyrone Avenue/Beverly Glen Boulevard and Ventura Boulevard to the intersection of Columbus Avenue and Ventura Boulevard:
 - a) On the north side of Ventura Boulevard to 135 feet west of Columbus Avenue - 30 feet.
 - b) On the south side of Ventura Boulevard - 30 feet.
- 4) In the area bounded by Dickens Street on the south to the San Diego Freeway and Specific Plan boundary on the west, the Specific Plan boundary on the north, Sepulveda Boulevard on the east to Moorpark Street and Moorpark Street on the north to 135 feet west of Columbus Avenue south to

Ventura Boulevard, then east to the lot line which would be a continuation of Columbus - 75 feet.

- 5) In the area bounded by Dickens Street on the north, Greenleaf Street on the south, the San Diego Freeway on the west and the Specific Plan boundary on the east - 30 feet.

c. Encino

- 1) From the intersection of the San Diego Freeway overpass and Ventura Boulevard to the intersection of Balboa Boulevard and Ventura Boulevard: On both sides of Ventura Boulevard - 45 feet.
- 2) From the intersection of Balboa Boulevard and Ventura Boulevard to the intersection of Lindley Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

d. Tarzana

- 1) From the intersection of Lindley Avenue and Ventura Boulevard to the intersection of Etiwanda Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.
- 2) From the intersection of Etiwanda Avenue and Ventura Boulevard to the intersection of Wilbur Avenue and Ventura Boulevard:
 - a) On the north side of Ventura Boulevard - 45 feet.
 - b) On the south side of Ventura Boulevard - 30 feet.
- 3) From the intersection of Wilbur Avenue and Ventura Boulevard to the intersection of Corbin Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.

e. Woodland Hills

- 1) From the intersection of Corbin Avenue and Ventura Boulevard to the intersection of Winnetka Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.
- 2) From the intersection of Winnetka Avenue and Ventura Boulevard to the intersection of De Soto Avenue and Ventura Boulevard: On both sides of Ventura Boulevard - 30 feet.
- 3) From the intersection of De Soto Avenue and Ventura Boulevard to the intersection of the Ventura Freeway overpass and Ventura Boulevard: On both sides of Ventura Boulevard - 45 feet.
- 4) From the intersection of Ventura Boulevard and the Ventura Freeway overpass to the western end of Leonora Drive:
 - a) On the north sides of Ventura Boulevard and Leonora Drive - 30 feet.

b) On the south side of Ventura Boulevard and Leonora Drive - 45 feet.

f. In addition, in the Community Commercial and Neighborhood/Office Commercial areas, buildings abutting a major or secondary highway may only exceed 30 feet in height if, for each 15-foot increment, or portion thereof, above 25 feet, at least a 10-foot setback from the roof perimeter is provided.

g. In addition, in the Regional Commercial area, buildings abutting a major or secondary highway may exceed 45 feet in height, if, for each 10-foot increment above 45 feet, at least a 10-foot setback from the roof perimeter is provided.

2. Exemptions for Mixed-Use Projects in the Regional Commercial Plan Designation Area East of the San Diego Freeway

a. If at least 25 percent of the floor area of a Mixed-Use Project in the Regional Commercial plan designation area east of the San Diego Freeway is devoted to non-hotel residential uses, then the Applicant may request permission to exceed the height limitation in the underlying height district regulations and in this Specific Plan. However, in no case shall the height of a Mixed-Use Project in the Regional Commercial plan designation area east of the San Diego Freeway exceed 87 feet. This application for relief from the height limitation or any appeal from their determination on the application shall be in accordance with the procedures and time limits set forth in Section 8 of this Specific Plan. The application shall be filed at the same time as an application for a Project Approval. The filing fee for a Mixed-Use Project application for relief from the height restrictions shall be the same as the fee for a conditional use application as set forth in LAMC Section 19.01C.

b. In order to grant relief from the height limitation, the City Planning Commission shall make the following findings:

1) The proposed Project is consistent with the scale and character of the existing neighborhood in terms of height, location, and orientation of buildings to adjacent residentially zoned parcels and rear yard setbacks.

2) The proposed Project will not have a substantial adverse impact on any residence which is within 600 feet from the site of the proposed Project.

E. Parking. Notwithstanding any less restrictive provisions of LAMC Section 12.21A4(c) to the contrary, the following parking provisions shall apply in the Specific Plan area:

1. Parking Requirements

a. For commercial uses, other than offices, at least one parking space for each 250 square feet of floor area.

b. For general offices, at least one parking space for each 300 square feet of floor area.

c. For restaurants, at least one parking space for each 100 square feet of floor area.

d. For hotels and motels, at least one parking space for each guest room.

e. For hospitals, at least 2.5 parking spaces for each bed.

f. For auditoriums, convention facilities, theaters, churches, general auditoriums, stadiums, or other similar places of assembly, at least one parking space for every two seats. Where there are no fixed seats, there shall be at least one parking space for each 21 square feet of floor area, exclusive of the stage.

g. For child care facilities, preschools, and all other elementary and secondary schools, at least one parking space for each 300 square feet of floor area.

h. In addition to the requirements of LAMC Section 12.23C2, if a Project consists of a change of use or an addition to an existing building or structure, then the parking requirements of this paragraph shall apply only to:

1) The square footage of floor area devoted to the change of use;

2) The square footage of floor area contained within the addition to the existing building or structure; and

3) The square footage of any remodeling if cumulatively over a five year period it involves an area in excess of 50% of the building area.

2. Public Parking Facilities. If there is a municipal off-street parking facility within 1500 feet of a Project or within a Pedestrian Oriented Area which can be shown by the Applicant as providing parking for a Project, then the Applicant may apply to the City for relief from the parking requirements in Paragraph 1 above. Such an application will be reviewed in conjunction with the Departments of City Planning and Transportation to determine if the Project is eligible for a reduction of the required number of parking spaces. Prior to any approval of this reduction, the Department of Building and Safety shall require covenants in conformance with LAMC Section 12.26E5. The Departments may only grant a reduction of up to one-third of the required number of parking spaces. If a reduction in the number of parking spaces is approved for the Project by the General Manager of the Department of Transportation and the Director of Planning, then the Applicant shall pay a one-time fee equal to \$14,000 per parking space reduced, sufficient to pay for the new construction of parking spaces in a comparable municipal parking facility in the Specific Plan area. This fee shall be calculated and adjusted annually by the Department of Transportation to reflect the cost of providing replacement parking. The fees shall be added to the Community's Revenue Fund.

3. Off-Site Valet Parking. If an Applicant wishes to utilize valet parking to meet the parking requirements of LAMC Section 12.21 A and/or this subsection, then the Applicant shall submit an application to the Department of City Planning for approval of valet parking under the Specific Plan's Project Approval process set forth in Section 8 of this ordinance. The application shall include a map of where vehicles will be parked off-site. Prior to Department

of City Planning's approval of valet parking, the valet parking plan, including the accompanying map, shall be recorded as a covenant and agreement. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning and then recorded with the County Recorder and a certified copy delivered to the Departments of City Planning, Building and Safety, and Transportation prior to the issuance of any demolition permit, building permit, excavation permit, foundation permit, grading permit, or sign permit. Valet parking lots shall comply with all applicable LAMC provisions.

Section 8. PROJECT APPROVAL

No demolition permit, building permit, excavation permit, foundation permit, grading permit, or sign permit for a Project shall be issued until the Project has received a Project Approval pursuant to this section.

A. **Project Approval Process.** Applicants shall submit an application to the Director of Planning for Project Approval for a determination that the proposed Project meets Design Guidelines and requirements of Sections 5, 6, 7, and 10 and that the Department of Transportation has determined in writing that the Project is in compliance with the applicable requirements of Sections 9, 10, 11 and 12 of this Specific Plan.

1. **Application.** All applications for a Project Approval shall be submitted with applicable fees to the Director for review and a determination. Applications shall be deemed complete only if all the following are included with the applications:

- a. Plot Plans
- b. Landscape and irrigation drawings which show the placement and size of all trees, shrubs, and ground cover and the botanical and common names of all plants.
- c. Building elevations (at a scale of 1/8" = 1') showing building height, architectural forms and detailing, type of exterior materials, and general color scheme. The elevations shall also include an illustration of shadow impacts on December 22.
- d. A sign plan shall be provided for each sign (at a scale of 1/4" = 1') showing materials, colors, placements, size, lettering styles, and lighting methods of the proposed sign(s).
- e. Samples of exterior building materials and/or sign construction materials, photographic renderings, view analysis, three-dimensional models and other information shall be provided as required by the Director.

2. **Action of the Director.** Upon application for a Project Approval, the Director shall approve, disapprove, or approve the Project with modifications. The Director may require an increase in mitigation measures and/or limitations on size or uses if he or she determines, based on the recommendation of the Department of

Transportation, that the Project's proposed mitigation measures are not adequate to reduce the Project's impacts to a level of insignificance.

a. The Director shall forward a copy of the determination with findings to the Department of Building and Safety within 30 working days following receipt of the application or within such additional time as mutually agreed upon in writing between the Applicant and the Director.

b. The final Project Approval and any related conditions shall be noted with a stamp and signature on the Applicant's corrected plans and a sign-off on the permit application.

3. **Appeals.** The Applicant may appeal the decision of the Director as well as the determination of the Department of Transportation to the City Planning Commission. This appeal shall be in writing upon forms provided by the City Planning Department. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified. The appeal shall be filed within 15 days from the date of mailing of the Director's determination. The time limits for the Commission's determination and the procedures and time limits for any appeal to the City Council from the Commission's determination shall be the same as the provisions set forth in LAMC Section 11.5.7D2 through 7.

B. **Design Guidelines.** Until such time that the City Planning Commission adopts a resolution containing permanent design guidelines for the Ventura/Cahuenga Boulevard Corridor Specific Plan area, City staff shall utilize the design guidelines in the Envicom Corporation's August 1989 report, entitled "Ventura-Cahuenga Boulevard Corridor Specific Plan Study: Urban Design Recommendations," for Project Approval, contained in the Specific Plan Procedures Manual.

Any permanent design guidelines adopted by the City Planning Commission shall address the following design categories:

1. Compatibility between the proposed Project, the current streetscape plan, and existing development in the area
2. Flexibility in implementing guidelines to avoid excessive architectural uniformity
3. Detail and ornamentation
4. Decorative roofs
5. Compatibility of colors
6. Compatibility of materials
7. Application of glass
8. Walls
9. Landscaping
10. Signs
11. Compatibility with streetscape

C. Fees

1. The filing fee for Project Approval determinations shall be the same as the fee for "Application For Specific Plan Design Review Board Approval" as set forth in LAMC Section 19.01 Q.
2. The fees for appeals shall be the same as the fees in LAMC Section 19.01 J.

Section 9. PROJECT IMPACT ASSESSMENT FEE

A. Establishment of the Project Impact Assessment (PIA)

Fee. Prior to the issuance of any demolition permit, building permit, excavation permit, foundation permit or grading permit for a Project or each phase of a multi-phased Project, an Applicant shall pay or guarantee a Project Impact Assessment (PIA) Fee.

1. **Purpose of the PIA Fee.** The PIA Fee is hereby established for the purpose of funding the Specific Plan improvements and services listed in Section 12, as well as pedestrian improvements, which are intended to mitigate the cumulative impacts of new development within the Specific Plan area.
2. **Projects Subject to the PIA Fee.** All Projects, except as exempted by this ordinance, must pay or otherwise guarantee to pay the Project Impact Assessment (PIA) Fee prior to the issuance of any demolition permit, building permit, excavation permit, foundation permit or grading permit.

B. Fee Payment Procedures.

Except as provided for ICO Projects in this Ordinance, the Applicant shall pay the PIA Fee to the Department of Transportation based on the following options:

1. **Single Payment.** Pay the PIA Fee in one lump sum cash payment prior to the issuance of the demolition permit, building permit, excavation permit, foundation permit, grading permit, or sign permit.
2. **Installment Option.** Pay a deposit equal to 20 percent of the PIA Fee prior to the issuance of the demolition permit, building permit, excavation permit, foundation permit, grading permit, or sign permit. The Applicant shall pay the balance of the PIA Fee including accrued interest, within four years after the date on which the cash deposit was due. Those payments shall be made in four equal annual installments.

If the Applicant uses a covenant/equitable servitude as security, then the Applicant shall record that instrument in the County Recorder's Office. The recorded covenant/equitable servitude may be terminated and removed by the Department of Transportation so long as all PIA Fee payments have been received.

If the applicant chooses the deferred payment plan in option (2) above, the Applicant shall, in conjunction with that choice, provide security for payment of the balance due to the City in the form of either a bond, a letter of credit, or an executed covenant/equitable servitude which runs with the land, to the satisfaction of the Department of Transportation. Payment of the balance of the PIA Fee, including interest due, shall be made according to the

schedule above. However, if an Applicant chooses the deferred payment plan and decides to prepay in advance of the schedule, then the only interest due shall be that which has accrued at the time of payment of the balance.

If the Applicant chooses to pay under option (2) above, interest shall begin to accrue on the cash deposit due date, and shall be compounded annually beginning on the anniversary of the date the first payment is due. The initial interest rate shall be the effective yield that the Los Angeles City Treasurer is obtaining on the City's investment-pool as reported to the City Council for the month preceding the date of issuance of the building permit. The interest rate shall be adjusted annually and shall be the effective yield on the City's investment pool as reported for the month preceding the anniversary date of the building permit issuance date.

C. Calculation of the PIA Fee

1. **PIA Fee Formula.** The PIA Fee shall be calculated based on the following formula:

$$\text{PIA Fee} = (\text{FA} \times \text{FR}) + \text{P}$$

Where FA = Floor Area in square feet

FR = Community PIA Fee Rate per PIA Fee Table

P = Drive-Through/Convenience Premium, if applicable

2. **Fee Rates and Premiums.** The fee rates and use premiums listed in the PIA Fee Table (see Table 1) shall be used in the calculation of the PIA Fee. The City Council may revise the PIA Fee Table based upon the recommendation of the Department of Transportation.
3. **Annual Indexing.** In order that the Project Impact Assessment Fee levied pursuant to this Specific Plan keep pace with the cost of the improvements and services, including land acquisition and transportation mitigation, the fee rates listed in the PIA Fee Table shall be periodically increased (or decreased) as follows.

The PIA Fee rates listed in the PIA Fee Table shall be increased (or decreased) as of July 1 of each year by the amount of the percent increase (or decrease) in the City Building Cost Index as determined by the Department of Transportation. To reflect the revised fee rates, a new PIA Fee Table shall be published by the Department of Transportation in a newspaper before July 1 of each year.

If the Department determines that the City Building Cost Index does not adequately reflect the actual increase in costs, then the Department shall recommend to the City Council, based on a written report, that the City Council adopt different cost figures. Upon receipt of such a report, and after public hearing, the City Council may, by resolution, adopt these different cost figures to be used for adjustment of the PIA Fee rates.

4. **Potential Adjustments of Fee Rates.** The PIA Fee rates may be adjusted by the City Council independent of the annual indexing mandate based on whether or not an Assessment District is established by the City Council for a Community or a portion of a Community to fully or partially fund the Specific Plan improvements and services. The PIA Fee shall be reduced for those Projects

within the Assessment District to the extent that the assessment generates funds.

5. **Responsible Agency.** The City agency responsible for calculating, receiving, recording and depositing the PIA Fee is the Department of Transportation.

D. **Adjustments to the PIA Fee.** The PIA Fee, as calculated above, shall be modified for any of the following:

1. **Existing Use Credit.** The Department of Transportation shall reduce the PIA Fee based on a credit for existing land uses on the same lot. For the purpose of this credit, "existing" shall be defined as any legally-permitted occupancy on the same lot for a minimum of one year between November 9, 1985 and the date of review by the Department of Transportation. The amount of this credit is calculated by applying the PIA Fee formula to the existing use. Existing use credit cannot be transferred to any other lot.
2. **PIA Fee for Pedestrian Serving Uses.** The PIA Fee for Pedestrian Serving Uses shall be calculated by multiplying the total floor area devoted to Pedestrian Serving Uses placed at the ground floor in Pedestrian Oriented Areas by 50% of the rate as set forth in the formula in Section 9 C above. Any application for this adjustment shall be accompanied by a covenant and agreement/equitable servitude which runs with the land guaranteeing that the ground floor shall be restricted to Pedestrian Serving Uses. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning and then recorded with the County Recorder. The applicant shall deliver a certified copy to the Departments of City Planning, Building and Safety and Transportation prior to the issuance of any building permit. Upon a change of use from Pedestrian Serving Uses to a use or uses which are not so designated in this Specific Plan, the property shall no longer qualify for the prior fee adjustment. The Department of City Planning shall terminate the covenant and agreement upon payment of the PIA Fee as recalculated by DOT for non-pedestrian serving use or uses.

E. **In-Lieu Credits.** The PIA Fee may be further reduced through an In-Lieu Credit for Specific Plan improvements and services completed or guaranteed by the Applicant. However, In-Lieu Credit for a particular item of improvement or service as listed in Section 11 shall not exceed that item's percentage allocation in relation to the PIA Fee, as established in the Specific Plan Trust Fund Ordinance.

1. The Department of Transportation shall calculate In-Lieu Credits for all or a portion of the cost of transportation improvements guaranteed or completed by the Applicant, if these improvements are included in the cost analysis for the PIA Fee. The proposed improvements are listed in Section 11. The amount of In-Lieu Credit shall be credited at the time the building permit is issued.
2. The Applicant shall be required to prepare preliminary plans and a detailed cost of the qualifying transportation improvements to the satisfaction of the Department of Transportation and City Engineer. The Department of Transportation shall approve credit for the B-Permit

construction costs, including an additional 15 percent for design and contingency costs as approved by the City Engineer.

3. The total PIA Fee, after deducting any applicable In-Lieu Credits, shall be paid pursuant to the procedures in Subsection B.

4. **Restrictions on Use of In-Lieu Credit**

- a. **Maximum Amount Usable.** The total amount of In-Lieu Credit that may be applied toward the PIA Fee shall not exceed the net PIA Fee payable after deducting the Project's existing use credit and fee exemption.
- b. **Validity Period.** Any amount of In-Lieu Credit in excess of the net PIA Fee payable may be applied toward any subsequent PIA Fee assessment on the same parcel of real property, so long as the subsequent PIA Fee is being assessed for a Project that will be permitted within five years of the original grant of In Lieu credit.

F. **Appeals of the PIA Fee**

1. The City Council may hear appeals from decisions by the Department of Transportation, or the Director of Planning, relative to the PIA Fees assessed for the following Projects: those for which a covenant and agreement was recorded pursuant to a Ventura/Cahuenga Boulevard Interim Control Ordinance (Ordinance Nos. 165,290, 162,907, 160,406, 160,514, and 166,313) regarding the Project being subject to the Ventura/Cahuenga Boulevard Corridor Specific Plan's PIA Fee. If a person subject to a PIA Fee believes an error was made, then he or she may appeal the Department decision to the City Council. The Director of Planning with the assistance of the General Manager of DOT or their designees shall prepare and present to Council a report detailing the basis for the Department action and recommendations.
2. The appeal shall be in writing upon forms provided by DOT and shall be accompanied by the appeal fee established by Section 19.01 of the LAMC and payable to the Department of Transportation. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified. The appeal shall be filed within 30 days from the date of mailing (by certified mail) of the payment notice sent by the Department of Transportation after the effective date of this amendment.
3. The procedures and time limits for such an appeal shall be the same as those set forth in LAMC Section 12.24B3.
4. **Appeal Findings.** An appeal of the PIA Fee may be granted if one or more of the following findings is made:
 - a. That the assessed PIA Fee is based on an incorrect interpretation of land use;
 - b. That the assessed PIA Fee is based on an incorrect calculation of the PIA Fee;
 - c. That the Department or Departments erred in interpreting or applying the provisions of the Specific Plan.

Section 10. TRANSPORTATION MITIGATION STANDARDS AND PROCEDURES

A. Limitations and Exemptions

1. **Limitations.** Unless the Department of Transportation has determined in writing that the mitigation measures proposed by the applicant are sufficient to reduce the traffic impacts to a level of insignificance, no building permit, grading permit, excavation permit or foundation permit shall be issued for:

- a. Any Project with a Floor Area of 10,000 square feet or more; or
- b. Any Project which includes a convenience market, fast food restaurant or gas station; or
- c. Any Project which includes a retail or service establishment which has a drive-through or external automatic teller machine (ATM) facility.

If the Department of Transportation determines that the Project's proposed mitigation measures are not adequate to reduce the impacts to a level of insignificance, then the Department may recommend an increase in mitigation measures and/or a reduction in size and/or a limitation on the proposed land uses to the Director of Planning. The Director may require such limitations on size or uses in the Project Approval process.

2. **Exemptions.** The following Projects are exempted from the requirements of this section:

- a. Single-family dwelling Projects.
- b. Interior remodeling or tenant improvement within a Shopping Center provided that no drive-through or ATM addition is involved.

- B. **Project Trip Calculation.** The Department of Transportation shall establish the number of Trips for a Project. Project Trips shall be calculated based on Trip Generation formulas and/or Table provided in technical references published by the Institute of Transportation Engineers (ITE) and other transportation and traffic engineering industry sources. Where a Project has more than one use, the Trips shall be calculated by adding together the Trips generated by each use. When a Project includes a use that is not in the trip generation publications defined above, the Department shall use reasonable methods to establish the appropriate number of Trips for that use.

- C. **Review of the Transportation Impacts.** DOT shall issue a Preliminary Traffic Assessment for each Project which either has a Floor Area of 10,000 square feet or more; or is a convenience market, fast-food restaurant or gas station; or is a retail or service establishment use which has a drive-through or external automatic teller machine (ATM) facility. Prior to the issuance of a demolition permit, building permit, excavation permit, foundation permit, grading permit, or sign permit for a Project, the Applicant shall comply with the following requirements to the satisfaction of the Department of Transportation:

1. **Project Application Fee.** Applicant shall submit an application including Project plans to the Department of Transportation for its review of the number of Trips to be

generated by the Project and pay the application fee to cover the cost for review of the Project according to the following fee schedule:

- a. For Projects with 42 or fewer Trips where a Traffic Assessment is not required and where no street dedications or improvements or PIA Fee is required, the fee for review shall be \$200.
- b. **42 or Fewer Trips.** For Projects with 42 or fewer Trips where a Traffic Assessment is not required and where street dedications or improvements or a PIA Fee are required, the application fee shall be \$400.
- c. **43 or More Trips.** For Projects with 43 or more Trips where a Traffic Assessment is required and where street dedications or improvements or a PIA Fee may be required, the application fee shall be \$500.
- d. **43 or More Trips and Traffic Study.** For Projects with 43 or more Trips and where the required Traffic Assessment indicates significant transportation impacts and where review of mitigation measure designs is required and where street dedications or improvements or PIA Fee may be required, the Applicant shall pay a review fee with the traffic study to the Department of Transportation. This fee shall be \$2,100 plus \$50 for each 1,000 square feet of floor area, with the fee not to exceed \$25,000. Payment of the fee in Paragraph c above shall be credited to the fee required in this subdivision.

2. **Highway Dedication and Improvement.** The Applicant shall make street and highway dedications and improvements as identified in the Appendix, to the satisfaction of the Department of Transportation and the Bureau of Engineering if the Project is located within 370 feet, as measured from the lot line, after dedications, of any intersection identified in the Appendix. For the purposes of this paragraph, the procedures in LAMC Section 12.37 shall be followed. Notwithstanding LAMC Section 12.37H, the street improvement standards contained in Appendix II, shall be utilized, to the extent feasible, for any improvements of streets listed in the Appendix. The appeal procedure described in LAMC Section 12.37 I may also be used for review of improvements required pursuant to this section on the basis of claims that the requirements pose an unreasonable hardship or violate any person's constitutional rights.

3. **Traffic Study.** The Applicant shall submit a traffic study for the Project, if required by the Department of Transportation based upon its Traffic Assessment of the Project, according to current Department of Transportation traffic study guidelines.

- D. **Mitigation of Project-Related Traffic Impacts.** Prior to the issuance of a building permit, foundation permit, excavation permit or grading permit for a Project with significant traffic impacts as determined by the Department of Transportation, the Applicant, at his, her or its own expense, shall comply with the following regulations:

1. **Physical Transportation Improvements.** The Applicant shall implement or otherwise establish suitable guarantees to implement traffic and parking mitigation

measures at adjacent intersections and streets, as determined by the Departments of Transportation and City Planning, including those street dedications as may be required.

2. **Transportation Demand Management Program.** The Applicant shall implement or otherwise establish suitable guarantees to implement a Transportation Demand Management (TDM) Program to reduce Project Trips as determined by the Departments of Transportation and City Planning according to the following requirements:

a. **Preliminary TDM Plan.** Prior to the issuance of any demolition permit, building permit, excavation permit, foundation permit, grading permit, or sign, the Applicant shall submit a preliminary TDM Plan to the Department of Transportation. This Plan shall address the Project's unique characteristics and provide detailed measures to achieve and maintain an Average Vehicle Ridership (AVR) goal of at least 1.5, for all uses, except shopping centers and retail businesses, as defined in SCAQMD's Regulations within five years of the issuance of any temporary or permanent certificate of occupancy. The preliminary TDM Plan shall include the following elements:

- 1) Building and site design to facilitate trip reduction such as convenient loading/unloading for high occupancy vehicles (HOV), on-site transit stops and bicycle rider facilities and preferential parking for car/vanpoolers.
- 2) Consideration of establishment and participation in a Transportation Management Organization (TMO) that shall develop and implement ridesharing and transportation demand management related activities within the Specific Plan area.
- 3) Establish a rideshare coordinator and develop methods to provide ridesharing information and services to employees.
- 4) Trip reduction incentives.
- 5) Measures to enforce TDM on tenants such as lease terms and conditions.
- 6) Cooperative TDM Plan among tenants as alternative to individual tenant TDM plans.
- 7) Parking cash-out option.
- 8) TDM Plan monitoring reports.

b. **Final TDM Plan.** At least 60 days prior to the issuance of any certificate of occupancy, the Applicant shall submit a final TDM Plan to the Departments of Transportation and City Planning for their review and approval. The final TDM Plan shall include:

- 1) Changes requested by the Departments;
- 2) Changes, if any, in incentives proposed by Applicant;
- 3) Tenant TDM Plans; and

4) Cooperative TDM Plan among tenants, if any, with letters of commitment.

c. **Plan Enforcement.** The Applicant or successor-in-interest must submit an annual TDM status report for at least five years. The reports and any TDM Plan revisions shall be submitted within 30 days of due date. Failure to do so shall constitute non-compliance which will subject the Applicant to sanctions, after due notice and hearing, by the City Council acting upon the recommendation of the Department of Transportation. The sanctions may include, but not be limited to, revocation of any credits allowed based on the TDM Plan and drawing on the letter of credit established to guarantee the TDM Plan to fund or reimburse the City's cost of implementing alternative mitigation measures in lieu of the TDM Plan.

3. **Guarantee of Mitigation Measures.** Prior to the issuance of any building permit, excavation permit, foundation permit, grading permit, or sign permit, the Applicant shall guarantee completion of the required transportation mitigation measures to the satisfaction of the Departments of Transportation and City Planning. The guarantees may consist of one or more of the following:

- a. Bonded construction B-Permits for improvements on City rights-of-way.
- b. Encroachment Permits for improvements on State rights-of-way.
- c. Cash payments for Automated Traffic Surveillance and Control (ATSAC) system improvements.
- d. Irrevocable letter of credit for transit and TDM Plans.

Prior to the issuance of any certificate of occupancy, the Applicant shall have completed all required transportation mitigation, including the construction of street and highway improvements.

4. **Projects with More than 500 Trips.** In addition to the above requirements applying to all Projects, the Departments of Transportation and City Planning may require an Applicant to submit a Phasing Program for Projects which generate more than 500 Trips. The Departments of Transportation and City Planning may require the Applicant, upon receipt and review of the proposed Phasing Program, to implement the recommendations of that proposed program. The Department of Transportation shall not approve any subsequent phase of a Project until the Department, with the concurrence of the Department of City Planning, is satisfied that the transportation impacts of the prior phase have been adequately mitigated.

5. **Inadequate Mitigation.** If the Department of Transportation determines that the Applicant's proposed mitigation measures are not adequate to reduce the impacts to a level of insignificance, then the Department may recommend an increase in mitigation measures and/or a reduction in size or limitation on the proposed land use to the Director of Planning.

Section 11. PIA FEE-FUNDED IMPROVEMENTS AND SERVICES

A. **Exclusivity.** The funds collected as Project Impact Assessment (PIA) Fees shall be used exclusively for the improvements and services listed in this section, or as amended by the City Council upon recommendation by the Director of Planning and the General Manager of the Department of Transportation.

B. **Findings for Use of Fund.** The funds collected as Project Impact Assessment Fees can be used for Community-wide or Corridor-wide improvements or services listed in this section so long as the Director of Planning and the General Manager of the Department of Transportation jointly make the following findings:

1. The improvement or service to be funded will mitigate the cumulative, adverse impacts of new development within the Plan area;
2. The improvement or service to be funded does not involve maintenance of existing facilities;
3. The street improvement or service to be funded is made only to public streets and highways, not to private streets or alleys or State freeways; and
4. The transit programs to be funded include only capital expenditures and not operating and maintenance expenditures.

C. **Phase I Improvements and Services.** The following are the Community-wide and Corridor-wide improvements and services proposed under Phase I of the Specific Plan program:

1. **Transit/TDM/TMO** - Local public transit, TDM programs, and TMO programs;
2. **Off-street Parking** - Peripheral parking lots or structures to serve each of the five communities; and
3. **Intersection Improvements** - Right-of-way acquisition, intersection flaring and signal improvements, at 19 Phase I intersections listed below:

Studio City

- 1) Lankershim Boulevard and Ventura Boulevard
- 2) Tujunga Avenue and Ventura Boulevard

Sherman Oaks

- 3) Woodman Avenue and Ventura Boulevard
- 4) Beverly Glen Boulevard and Ventura Boulevard
- 5) Kester Boulevard (west jog) and Ventura Boulevard

Encino

- 6) 101/405 Ramps, Sherman Oaks Avenue and Ventura Boulevard
- 7) Balboa Boulevard and Ventura Boulevard

- 8) White Oak Avenue and Ventura Boulevard

Tarzana

- 9) Lindley Avenue and Ventura Boulevard
- 10) Reseda Boulevard and Ventura Boulevard
- 11) Vanalden Avenue and Ventura Boulevard

- 12) Tampa Avenue and Ventura Boulevard

Woodland Hills

- 13) Winnetka Avenue and Ventura Boulevard
- 14) DeSoto Avenue and Ventura Boulevard
- 15) Canoga Avenue and Ventura Boulevard
- 16) Topanga Canyon Boulevard and Ventura Boulevard
- 17) 101 Ramps near Shoup Avenue and Ventura Boulevard
- 18) Shoup Avenue and Ventura Boulevard
- 19) Fallbrook Avenue and Ventura Boulevard

4. **Plan Administration.** Up to 10% of PIA Fee revenues collected each year may be used for administering the Ventura/Cahuenga Boulevard Corridor Specific Plan, including but not limited to project review, program implementation, monitoring, analysis, evaluation and reporting on the performance of the Specific Plan.

Section 12. PRIOR PROJECTS PERMITTED

A. Designation of Prior Projects

1. **"Interim Control Ordinance" Projects.** Projects for which a covenant and agreement was recorded pursuant to a Ventura/Cahuenga Boulevard Interim Control Ordinance (Ordinance Nos. 165,290, 162,907, 160,406, 160,514 and 166,313) are hereby designated ICO Projects.
2. **"Prior Specific Plan" Projects.** Projects permitted during the period from February 16, 1991 to the effective date of this latest plan amendment amending the Ventura/Cahuenga Boulevard Corridor Specific Plan are hereby designated PSP Projects.

- B. **Prior Projects Subject to the PIA Fee.** Both ICO and PSP Projects shall be subject to the Ventura/Cahuenga Boulevard Corridor Specific Plan's PIA Fee.

1. **PIA Fee Calculation.** The Department of Transportation shall calculate the amount that each ICO or PSP Project Applicant or successor-in-interest shall be charged on the basis of provisions of Section 9, including any fee adjustments applicable to the Project.
2. **Collection of PIA Fees.** The Department of Transportation shall collect all PIA Fees assessed and outstanding on ICO Projects, and draw the amount equal to the PIA Fee upon any outstanding letters of credit or

bonds established by PSP Projects to guarantee payment of the PIA Fee.

C. **ICO Project Payment Options.** If a person received an approval for a Project between November 9, 1985, and February 15, 1991, pursuant to the procedures set forth in Ordinance Nos. 165,290, 162,907, 160,406, 160,514, or 160,313 and signed a covenant and agreement promising to pay the PIA Fee, then that person or any successor in interest shall pay this amount according to one of the following payment plans, at their option:

1. Pay the PIA Fee in one lump sum cash payment no later than 90 days after the date the Department of Transportation mailed, by certified mail, the notice to pay the PIA Fee or, if an appeal was filed within the time limits set forth in this ordinance, no later than 30 days after the date the determination on the appeal becomes final. The Applicant who chooses to pay under this option shall be obligated to pay only 95 percent of the PIA Fee assessed.
2. Pay in accordance with the 20% down payment plus the four equal installments payment schedule established in Section 9.
3. The Applicant may request temporary relief from the payment schedule provided in this section based on the vacancy rate in the Applicant's Project in the same manner as described in Section 10.

D. **Refund of Overpayments.** ICO Project Applicants or successors-in-interest who have paid PIA Fees based on trips and PSP Project Applicants will be refunded the amount paid in excess of the corresponding PIA Fee based on square feet of floor area, as set forth in the PIA Fee Table of this ordinance, and the recalculation made by DOT.

1. **Refund Amount.** The Department of Transportation shall determine the amount that will be refunded for each ICO and PSP Project.
2. **Claims for Refund.** Any person may file a claim for refund of PIA Fees paid in excess of current PIA Fees on forms and according to procedures to be provided by the Department of Transportation. Each claimant must present proof of the PIA Fee amount paid and a copy of the current PIA Fee notice.
3. **Refund Recipient.** Refunds will be paid only to the person(s) or entity named in the official receipt issued for payment of the PIA Fee, regardless of who filed the claim for refund, unless otherwise ordered to do so by a court of competent jurisdiction.

E. **PIA Fees Already Paid or Guaranteed.** An ICO Project for which the PIA Fee has been fully or partially paid, or a PSP Project for which the PIA Fee has been fully paid or guaranteed through a letter of credit will not be reassessed a current PIA Fee based on floor area if that current fee is greater than the PIA Fee. The PIA Fee as previously assessed will be the current PIA Fee for that Project.

F. **Appeals for Prior Permitted Projects.** An appeal for a Prior Permitted Project shall be the same as established in Section 9F of this ordinance.

Section 13. SIGN REGULATIONS

The Department of Building and Safety shall not issue a permit for a sign unless the sign complies with this section. All signs shall comply with the provisions of LAMC Chapter II, Article 8, Section 28.00, et seq.; Chapter VI, Article 7, Section 67.00, et seq.; and Chapter IX, Article 1, Division 62.

A. **Prohibited Signs.** In addition to the signs otherwise prohibited in the LAMC, the following signs are prohibited:

1. Portable Signs.
2. Signs on free-standing walls, except directional signs for parking.
3. Off-site commercial signs, except that existing legally erected off-site commercial signs may be replaced on the same or a new site provided that the location and sign otherwise meet all current requirements of Section 91.6220 (Off-site Signs) of Division 62 of the LAMC.
4. Window signs, except store names, store hours, security signs, logos, and holiday paintings, provided they are not placed in the window more than 30 business days before a holiday and are removed within ten business days after the holiday.
5. Pole signs in the Regional and Community Commercial plan designation areas and on any corner lot in the Neighborhood/Office Commercial plan designation area.

B. **Number of Signs**

1. A maximum of one sign is permitted on that portion of a building fronting on Ventura Boulevard or Cahuenga Boulevard, provided the sign conforms to the provisions of Subsection C1(d) below. This limitation shall not apply to wall signs.
2. A maximum of one sign is permitted on that portion of a building facing an alley or street other than Ventura or Cahuenga Boulevards or facing a parking lot, provided the sign conforms to the provisions of Subsection C1(d).

C. **Further Sign Regulations**

1. **Regional and Community Commercial Areas**

a. **Wall Signs**

- 1) **Area.** Notwithstanding LAMC Section 91.6209(a) (1), (2) and (4) to the contrary, the sign area of any wall sign shall not exceed two square feet for each one foot of lot frontage.
- 2) **Projections.** Notwithstanding LAMC Section 91.6209(d)(2) to the contrary, no wall sign may project from a building face more than 12 inches, or above the lowest elevation of the roof eave visible from the street.

b. **Monument Signs**

- 1) **Number of Signs.** Notwithstanding LAMC Section 91.6207(b) to the contrary, no more than one monument sign shall be permitted for each lot.

- 2) **Landscaping.** Monument signs shall be located in landscaped areas which are equal to or greater in area than the dimensions of the face of the sign.
- 3) **Height.** Notwithstanding LAMC 91.6207(c) to the contrary, no monument sign may exceed six feet in height measured from grade.

c. **Projecting Signs**

- 1) **Number of Signs.** No more than one projecting sign shall be permitted for each building.
- 2) **Area.** Notwithstanding LAMC Section 91.6208(b)(1) to the contrary, the sign area of a projecting sign shall be limited to 16 square feet.
- 3) **Location.** Projecting signs may only be placed at a public entrance to a building where the entrance fronts on a public street, private walkway, plaza, or alley.
- 4) **Height.** No projecting sign shall extend above the lowest point of the roof eave visible from the street.
- 5) **Projections.** Notwithstanding LAMC Section 91.6208 to the contrary, no projecting sign shall project more than 18 inches from the building face or a distance from the building face equal to one-half of the width of the adjacent public sidewalk or walkway, whichever is less.

d. **Temporary Signs**

1) **Construction Signs**

- a) **Number of Signs.** No more than one non-illuminated construction sign (i.e., a temporary sign announcing and identifying a future use or Project under construction) shall be permitted for each lot frontage for which a building permit has been issued for a Project on the lot. Construction signs are permitted on a temporary basis only, and notwithstanding LAMC Section 91.6215 to the contrary, shall be removed prior to the issuance of a certificate of occupancy or within 30 days of completion of the Project, whichever is sooner.

- b) **Area and Height.** Construction signs shall not exceed 25 square feet in sign area and 15 feet in height.

- 2) **Holiday Decorations.** Holiday decorations or signs shall be permitted, provided they are not posted more than 30 days preceding the holiday and are removed within ten days following the holiday.

3) **Real Estate Signs**

- a) **Limitation.** Real estate signs shall be limited to temporary non-illuminated signs which pertain to rent, lease, or sale of property only.

- b) **Area.** Real estate signs shall not exceed five square feet in sign area.

- c) **Height.** Real estate signs shall not exceed a height of six feet above the ground level or adjacent sidewalk.

- d) **Location.** On vacant lots, real estate signs shall be located not less than five feet from the front property line.

- 4) **Store Hours Signs.** Store hours signs shall be permitted so long as they are placed in the front door or window closest to the front door and do not exceed three square feet in area.

- e. **Time and Temperature Signs.** Any time and temperature sign which is not placed on a building roof shall be permitted, provided it has no blinking lights, includes no advertising, the face of the sign is no larger than 16 square feet in area, and the sign conforms to the requirements for projecting signs.

2. **Neighborhood/Office Commercial Plan Designation Areas**

- a. The regulations in Subsection C1 above are applicable in Neighborhood/Office Commercial plan designation areas. However, pole signs shall be permitted as described below.

b. **Pole Signs**

- 1) **Number of Signs.** No more than one pole sign for each lot shall be permitted. For Shopping Centers, only one pole sign per lot frontage shall be permitted, regardless of the number of individual lots in the Shopping Center.

- 2) **Area.** Notwithstanding LAMC Section 91.6211(b)(1) or (2) to the contrary, no pole sign shall exceed 35 square feet in sign area, for each face of the sign.

- 3) **Location.** No pole sign shall be permitted on corner lots.

- 4) **Height.** Notwithstanding LAMC Section 91.6211(d)(1), (2) or (3) to the contrary, no pole sign shall be greater than 20 feet in height.

- 5) **Landscaping.** Pole signs shall be located in landscaped areas which are equal to or greater in area than the dimensions of the face of the sign.

- D. **Exceptions.** The provisions of this section shall not apply to any sign required by law or by a governmental agency.

E. **Amortization of Signs**

1. All signs rendered nonconforming by this section shall be completely removed from the Specific Plan area within five years from the effective date of this ordinance; provided, however, that a funding source is established for the purpose of paying just compensation to the owner of the sign. This provision shall not apply to a sign which qualifies as an "advertising display" as defined in Section

5202 of the State of California Business and Professions Code.

2. If a nonconforming sign has been damaged or partially destroyed by fire, flood, earthquake or other natural disaster, to the extent of more than 50 percent of its replacement value at the time of the damage or destruction, the damage or destruction is other than facial copy replacement, and the sign cannot be repaired within 30 days of the date of the damage or destruction, then the sign shall be totally removed within 45 days of the date of the damage or destruction.
3. Ninety days after the cessation of a business activity, service, or product, whose sign was lawfully erected, any related signs shall be removed, or the face of the sign shall be removed and replaced with blank panels or shall be painted out. This provision shall not apply to a sign which qualifies as an "advertising display" as defined in Section 5202 of the State of California Business and Professions Code.

Section 14. PUBLIC RIGHT-OF-WAY-IMPROVEMENTS

A. Interim Streetscape Plan

1. Until such time as a revised streetscape plan for the Specific Plan area is adopted, the Envicom Corporation's August 1989 report, entitled "Ventura-Cahuenga Boulevard Corridor Specific Plan Study: Urban Design Recommendations," shall be the interim streetscape plan for the Specific Plan area.
2. In granting a Specific Plan exception, zone change, height district change, variance, or conditional use permit within the Specific Plan area, the City may, to the extent otherwise permitted by law, include requirements to encourage pedestrian alternatives to automobile driving. These requirements may include a program of urban design improvements based on the interim streetscape plan described above or when the revised streetscape plan described below is adopted, based on that plan. These improvements are intended to differentiate each of the five communities in the Specific Plan area, and within each community, the different commercial land use designations shown on each Community Plan map.
3. This interim streetscape plan shall be used by the Department of City Planning to review the design of private Projects and, to the extent permitted by law, by all agencies of the City when reviewing public improvements in the Specific Plan area.
4. The interim streetscape plan shall include the preservation of the existing palm trees on Ventura Boulevard in Studio City between Carpenter Avenue and Whitsett Avenue.

- B. Revised Streetscape Plan.** Within five years after the adoption of this ordinance, the Department of City Planning, after consultation with the Plan Review Board, and with the approval of the Board of Public Works and Board of Cultural Affairs, shall prepare a detailed streetscape plan for each Specific Plan community. These streetscape plans shall be effective when approved by resolutions of the City Planning Commission, Board of Public Works, and Board of Cultural Affairs.

The revised streetscape plans shall have the same purposes as the interim streetscape plan. The revised streetscape plans shall also identify responsible parties, implementation processes, schedules, and funding mechanisms, and citizen participation mechanisms.

To the extent feasible, the revised streetscape plans shall incorporate the following provisions:

1. Street Trees

- a. Street trees shall be of at least a 36-inch box size at the time of planting. All street trees shall be approved by the Street Tree Division of the Bureau of Street Maintenance. In selecting types of trees and standards for spacing between trees, such factors as the appearance, shade-producing quality, smog tolerance, irrigation requirements, and ability to withstand high winds shall be considered. The streetscape scheme for each community will include a detailed public landscaping plan, including a list of recommended trees.
 - b. Clusters of accent trees for architectural treatment shall be provided at key entries, intersections, or activity centers to identify these as special places in the Specific Plan area when to do so will not obstruct corner visibility.
 - c. **Palm Trees.** The existing palm trees in Studio City have created a distinctive image for the community and shall be preserved. The revised streetscape plan shall incorporate the existing palm trees, along with additional plantings, on Ventura Boulevard in Studio City between Carpenter Avenue and Whitsett Avenue into a comprehensive program to enhance the character and environment of this community.
- 2. Planter Boxes.** Planter boxes and other landscaping shall be installed along the sidewalks and plazas where there is sufficient width to maintain and encourage the flow, as well as safety of pedestrians. Placement of these planter boxes shall be subject to the approval of the appropriate City agencies. Planter boxes shall be built in a sturdy manner and utilize common materials and colors. Sandblasted or textured concrete with tile or color accents may be considered.
- 3. Sidewalks.** Sidewalks, crosswalks, and related pedestrian elements shall comply with Title 24 of the State of California Code of Regulations and the standards of the Department of Public Works, Bureau of Engineering and the Department of Transportation regarding design and width. They should be paved to create a distinction between each of the five communities in the Specific Plan area. Their design shall incorporate the use of texture, pattern, and may incorporate color. Aggregate, sandblasted, or scored concrete and brick pavers are examples of materials which may be used. The design may vary patterns to emphasize key locations (i.e., transit stops and approaches to street crossings). Materials shall be slip-resistant and shall not constrain use by the visually impaired or person using wheelchairs. At intersections, crosswalks shall be paved to provide pedestrian continuity linking the sidewalks. The selected sidewalk materials and design shall be continued in the crosswalks, subject to the approval of the City Engineer.

4. **Street Furniture and Implementation Program.** The streetscape plan required to be prepared for each community in order to create an attractive pedestrian environment shall include programming and funding mechanisms, and include provisions for the following elements: benches, graffiti control, hanging planters, lighting, newsracks, trash receptacles, as well as the funding of off-site sign amortization.

Section 15. PLAN REVIEW

- A. **Plan Review Board.** Upon adoption of this ordinance, the City Council and Mayor shall appoint members of a Ventura/Cahuenga Boulevard Corridor Plan Review Board as set forth in Paragraphs 2 and 4 below.

1. Authorities and Duties of the Plan Review Board

- a. Make recommendations to the Director and the General Manager of the Department of Transportation concerning the development and implementation of the Specific Plan. To assist in this process, the Plan Review Board will meet with City staff for presentation and review of the staff's annual Specific Plan report.
 - b. Make recommendations to the Director and the General Manager of the Department of Transportation regarding the priorities and timing of intersection improvements in the Specific Plan area.
 - c. Make recommendations to the Director on the development of revised design guidelines and a revised streetscape plan for each community to encourage pedestrian activity as set forth in Section 15 B of this Specific Plan.
 - d. Make recommendations to the Director at the Director's request on Specific Plan related items.
 - e. When an application is made for a Specific Plan exception or any proposal to amend the Specific Plan is introduced in City Council, the Specific Plan Review Board shall receive a copy of the proposed amendment or application and shall have 24 days running simultaneously with the review process in which to review the matter. The Plan Review Board, at its option, may provide the City Planning Commission with written recommendations and comments regarding the matter under discussion.
2. **Composition of the Plan Review Board.** Two members shall be appointed by each of the Councilpersons of the Council Districts in which the Specific Plan area is located. In the case of communities located in more than one Council District, each Councilmember shall select a Plan Review Board member from each community. In addition, one member shall be appointed at-large by the Mayor.
 3. **Quorum/Action.** The presence of one-half plus one of the total voting members shall constitute a quorum. An approval of any Board action shall require a majority of those present after a quorum has been declared.
 4. **Terms.** Members of the Plan Review Board shall be appointed for terms of three years, with only one three-year extension permitted, if the Councilmember, or the Mayor for the at-large member, so choose.

5. **Vacancies.** In the event a vacancy occurs during the term of a member of the Board, the appointing Councilmember, or the Mayor for the at-large member, shall make an interim appointment of a person to fill out the unexpired term of the member.

6. **Meeting Schedule.** The Plan Review Board meeting schedule shall be set by the Departments of City Planning and Transportation.

B. Periodic Review of the Specific Plan

1. **Annual Review of the Specific Plan.** The Department of City Planning and Department of Transportation shall jointly prepare an annual review of the Specific Plan addressing issues of plan implementation, including the transit program and plan financing. This annual report shall be prepared with consideration of any recommendations made by the Plan Review Board and submitted to the City Planning Commission and the City Council.
2. **Specific Plan Restudy.** When Phase I as described in this ordinance has been reached, a restudy of all aspects of the Specific Plan shall be jointly undertaken by the Department of City Planning and the Department of Transportation. The cost of administering and implementing the infrastructure improvements of the Specific Plan, as well as a recalculation of the remaining commercial square footage which can be absorbed by the Boulevard with extensive mitigation, shall be included in the restudy.

Section 16. ALLEY VACATIONS

Vacation of any alley within the Specific Plan area shall be in accordance with LAMC Section 15.00, and a public hearing before the City Planning Commission and the City Council shall be provided prior to any City Council action to vacate an alley. The Departments of City Planning and Transportation shall make recommendations to the City Planning Commission and the City Council as to any proposed alley vacations. In recommending an approval, the Departments shall find that: (1) the alley is not necessary for present or prospective public use; (2) the alley is not needed for vehicular circulation or access; (3) the alley is not needed for non-motorized transportation facilities; and (4) the proposed alley vacation is consistent with the General Plan.

Section 17. OWNER'S ACKNOWLEDGMENT OF LIMITATIONS

The Department of Building and Safety shall not issue any building, excavation, foundation, grading or sign permit upon any property within the Specific Plan area until such time as the owners of the property have executed and recorded a covenant and agreement acknowledging the contents and limitations of this Specific Plan. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning, and then recorded with the County Recorder, with a certified copy delivered to the Departments of City Planning, Building and Safety, and Transportation prior to the issuance of any demolition permit, building permit, excavation permit, foundation permit, grading permit, or sign permit.

Section 18. SEVERABILITY

If any provision of this Specific Plan or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Specific Plan provisions, clauses or applications thereof which can be implemented without the invalid provisions, clause or application, and, to this end, the provisions and clauses of this ordinance are declared to be severable.

Section 19. SPECIFIC PLAN EXCEPTIONS

Any Specific Plan exception granted prior to the effective date of this Ordinance excepting a project from any provisions of Ordinance No. 166,560 shall be deemed to be an exception from the relevant provisions of this ordinance.

120VCB4 (080197)

Table 1

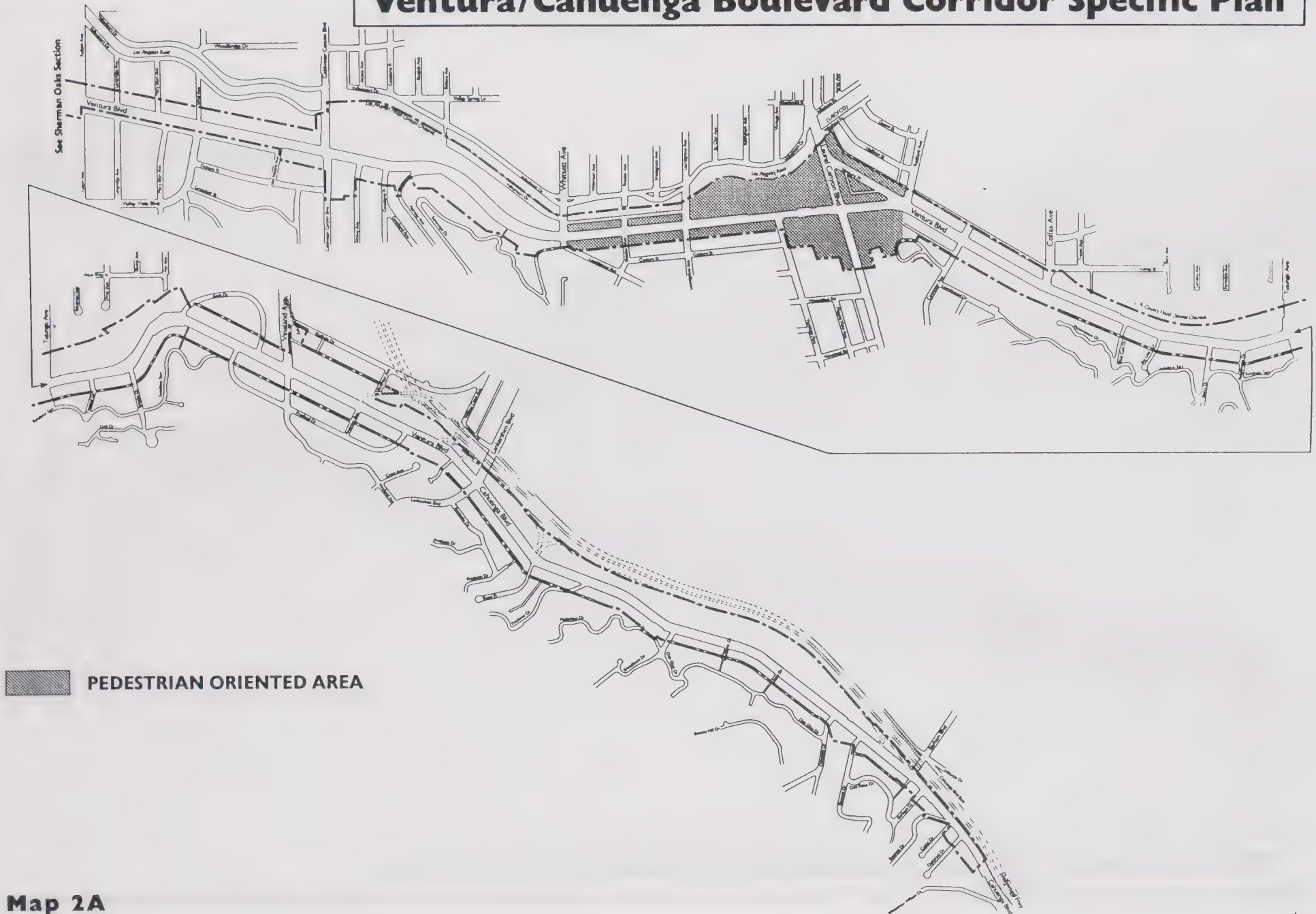
PIA FEE TABLE

Ventura/Cahuenga Boulevard Corridor Specific Plan
Ordinance No. 171,240

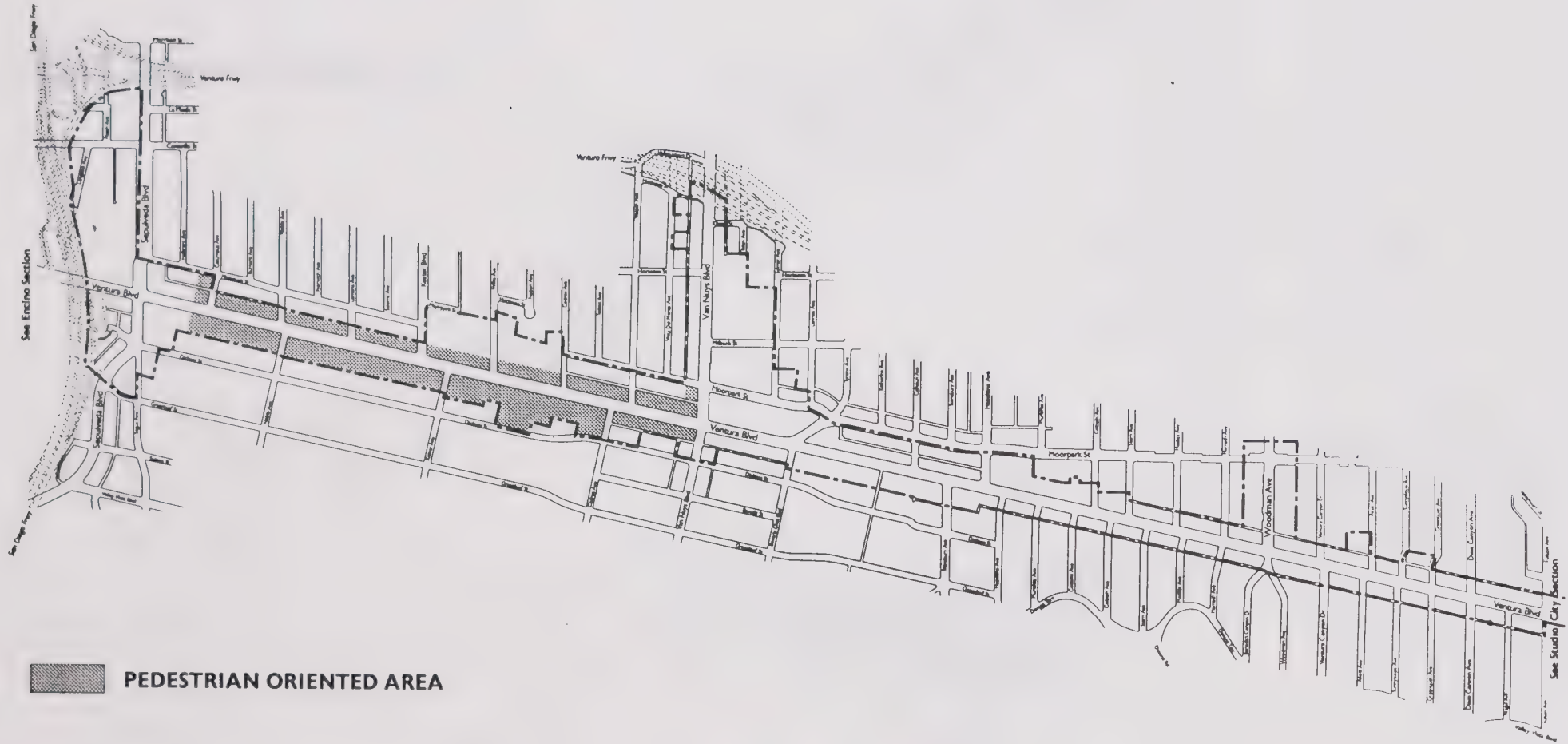
LAND USE CATEGORY (Check with DOT for land uses not listed)	COMMUNITY PIA FEE RATE (\$ per Square Foot of Floor Area)					DRIVE- THROUGH / CONVENIENCE PREMIUM*
	WOODLAND HILLS	TARZANA	ENCINO	SHERMAN OAKS	STUDIO CITY	
CATEGORY A College Hospital Industrial Institutional Manufacturing R & D Lab School Sound Studio Storage Rental Warehouse	\$0.57	\$1.02	\$0.99	\$1.34	\$0.73	\$0.00
CATEGORY B Business Park Hotel Motel Office	\$1.07	\$1.92	\$1.86	\$2.51	\$1.38	\$0.00
CATEGORY C Bank Car Wash Cinema Convenience Market Credit Union Gas Station Retail Savings & Loan Service Shopping Center Supermarket Theater	\$1.97	\$3.51	\$3.40	\$4.60	\$2.53	\$20,000 \$15,000 -- \$12,000 \$20,000 \$15,000 -- \$20,000 -- -- -- --
CATEGORY D Cafe Clinic Gym Health Club Medical Office Restaurant	\$2.21	\$3.95	\$3.83	\$5.18	\$2.85	-- -- -- -- -- \$20,000

*NOTE: The Drive-Through / Convenience Premium is a fixed amount charged per business, regardless of size. It is added only when a drive-through facility or external ATM is included in a restaurant or a Category C land use. Car washes, convenience markets and gas stations are always charged this premium.

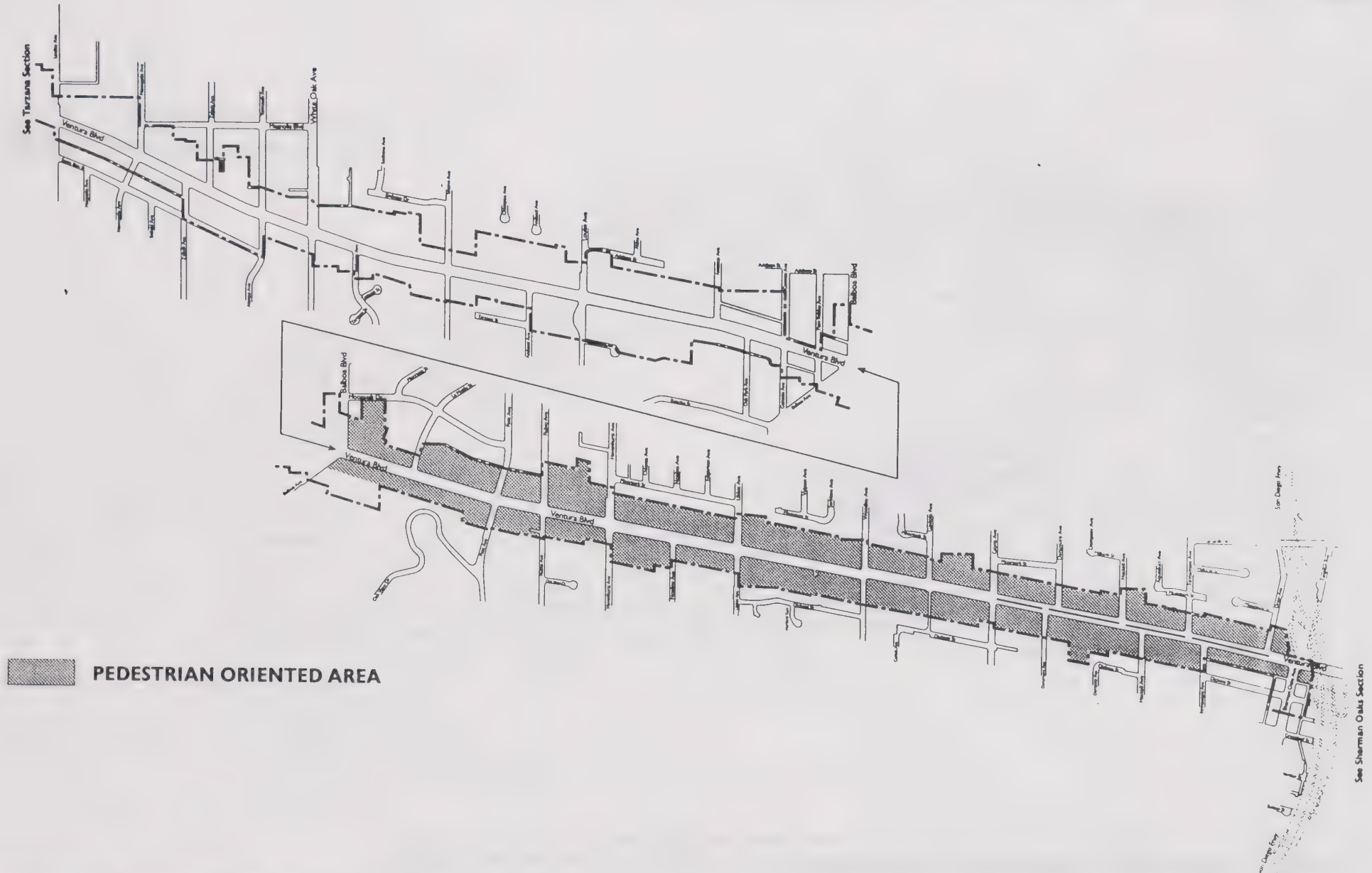
Ventura/Cahuenga Boulevard Corridor Specific Plan



Ventura/Cahuenga Boulevard Corridor Specific Plan

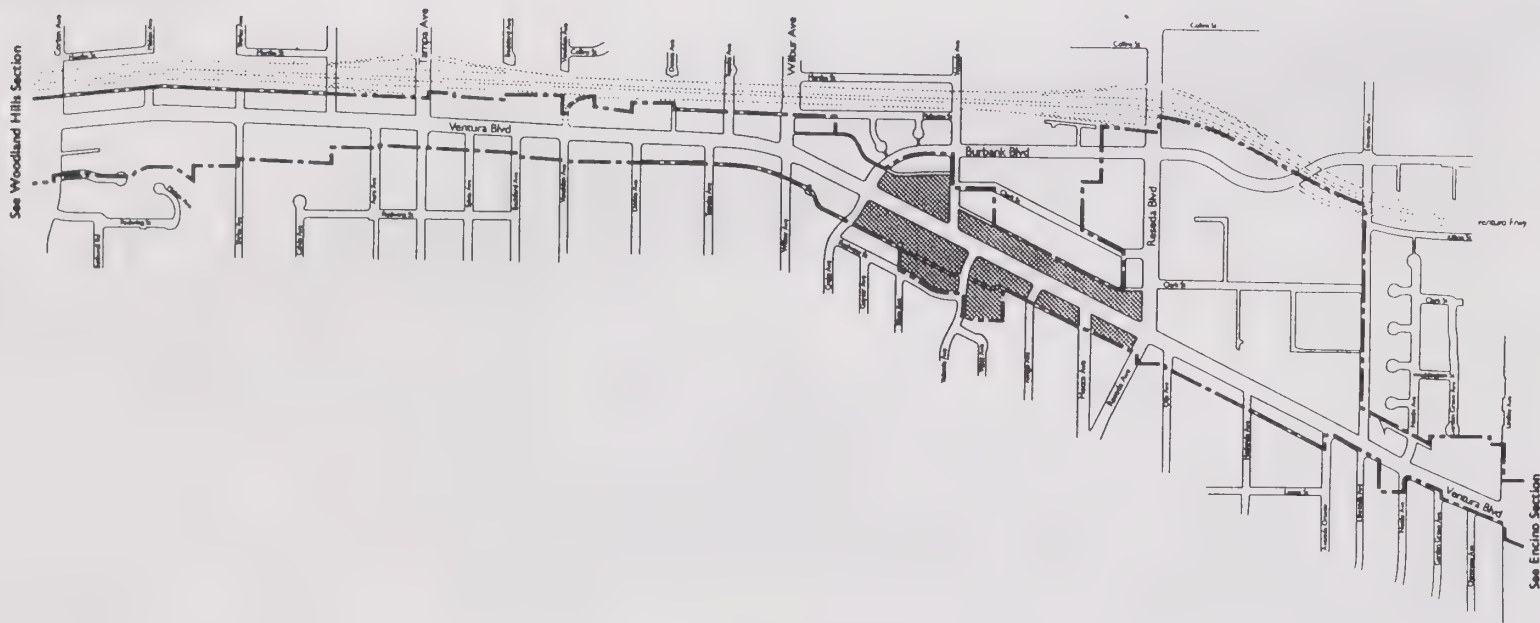


Ventura/Cahuenga Boulevard Corridor Specific Plan



Map 2C
CPC 85-381
Encino Section

Ventura/Cahuenga Boulevard Corridor Specific Plan

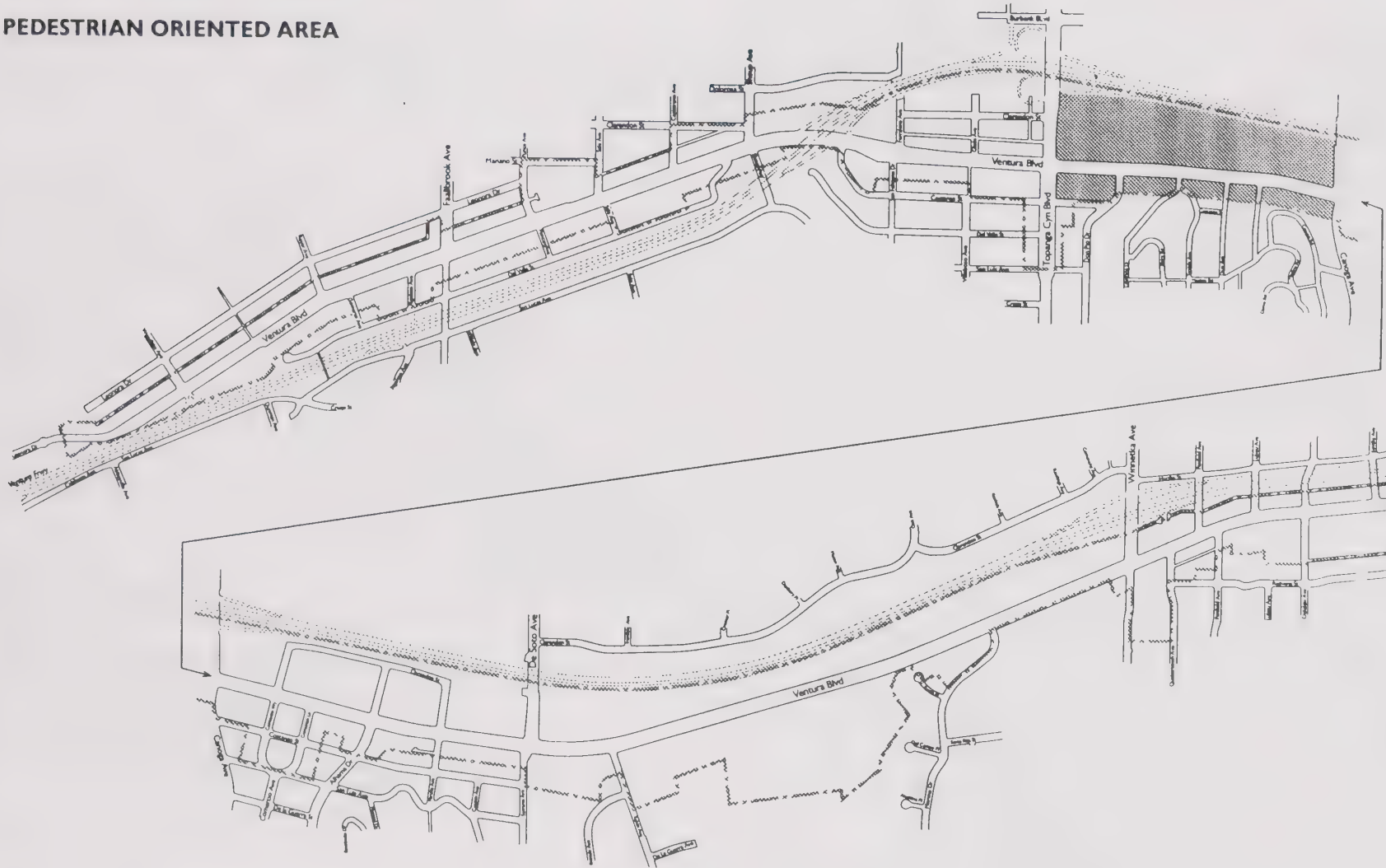


PEDESTRIAN ORIENTED AREA

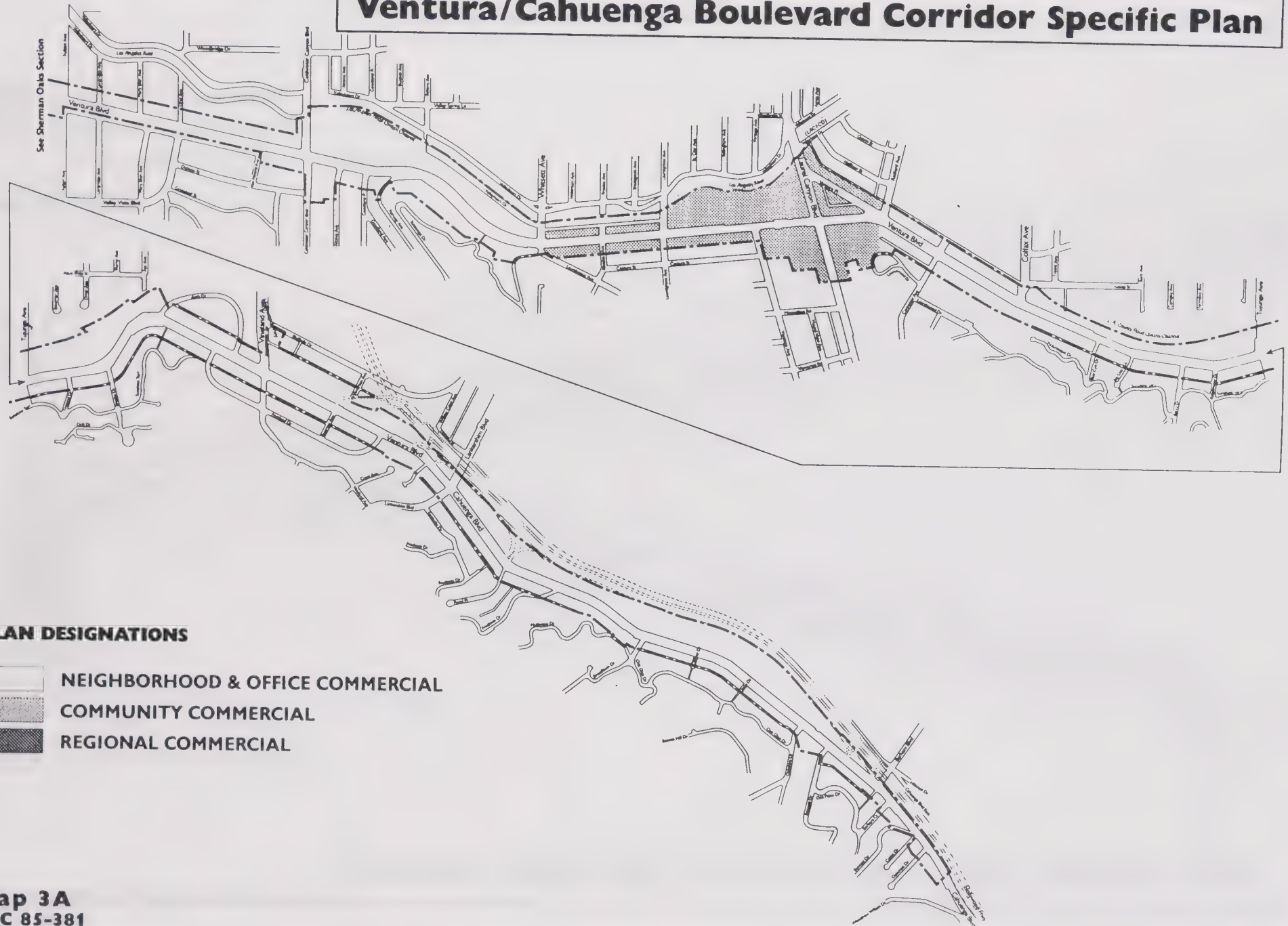
Ventura/Cahuenga Boulevard Corridor Specific Plan





PEDESTRIAN ORIENTED AREA



Ventura/Cahuenga Boulevard Corridor Specific Plan

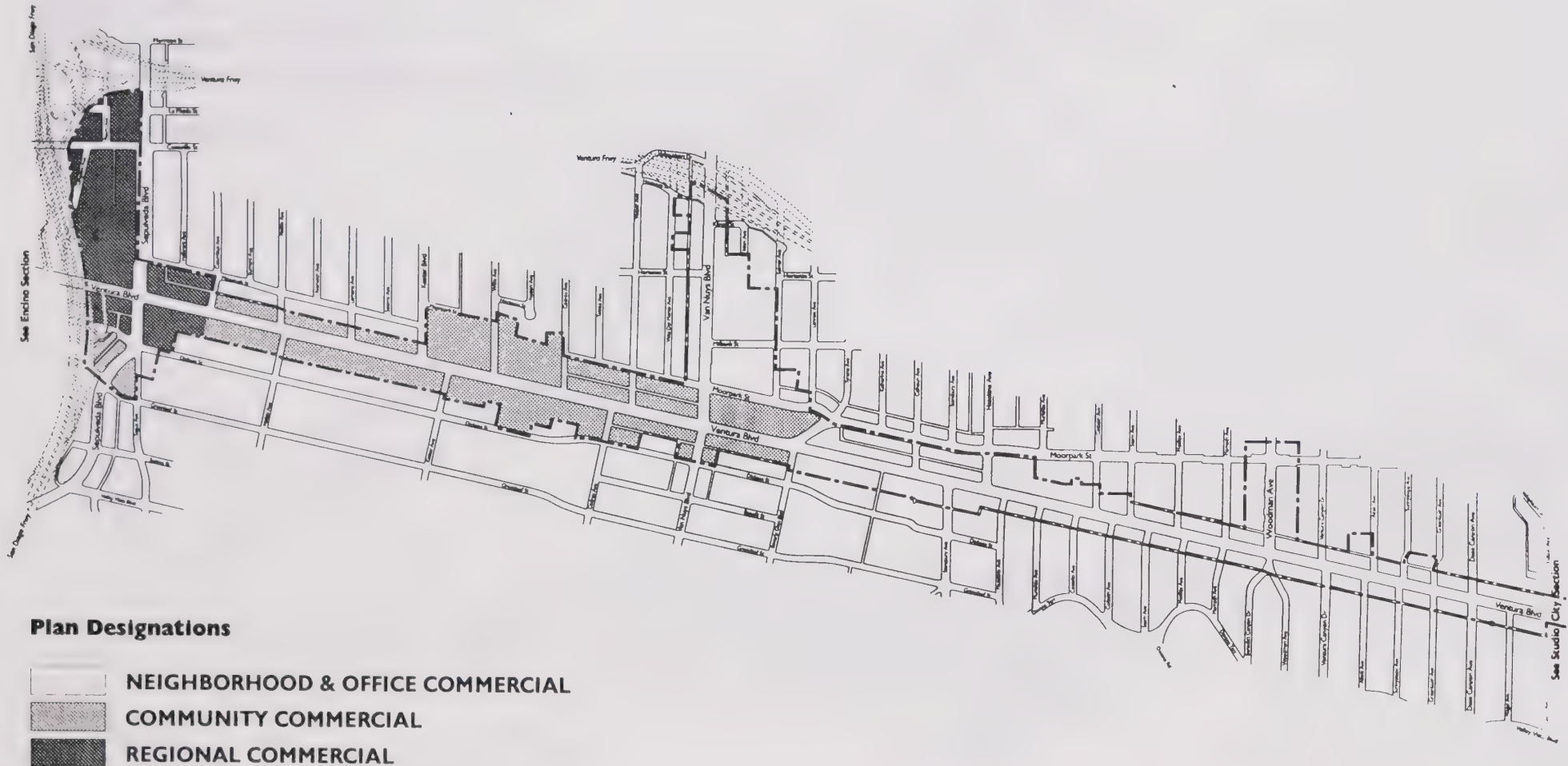


PLAN DESIGNATIONS

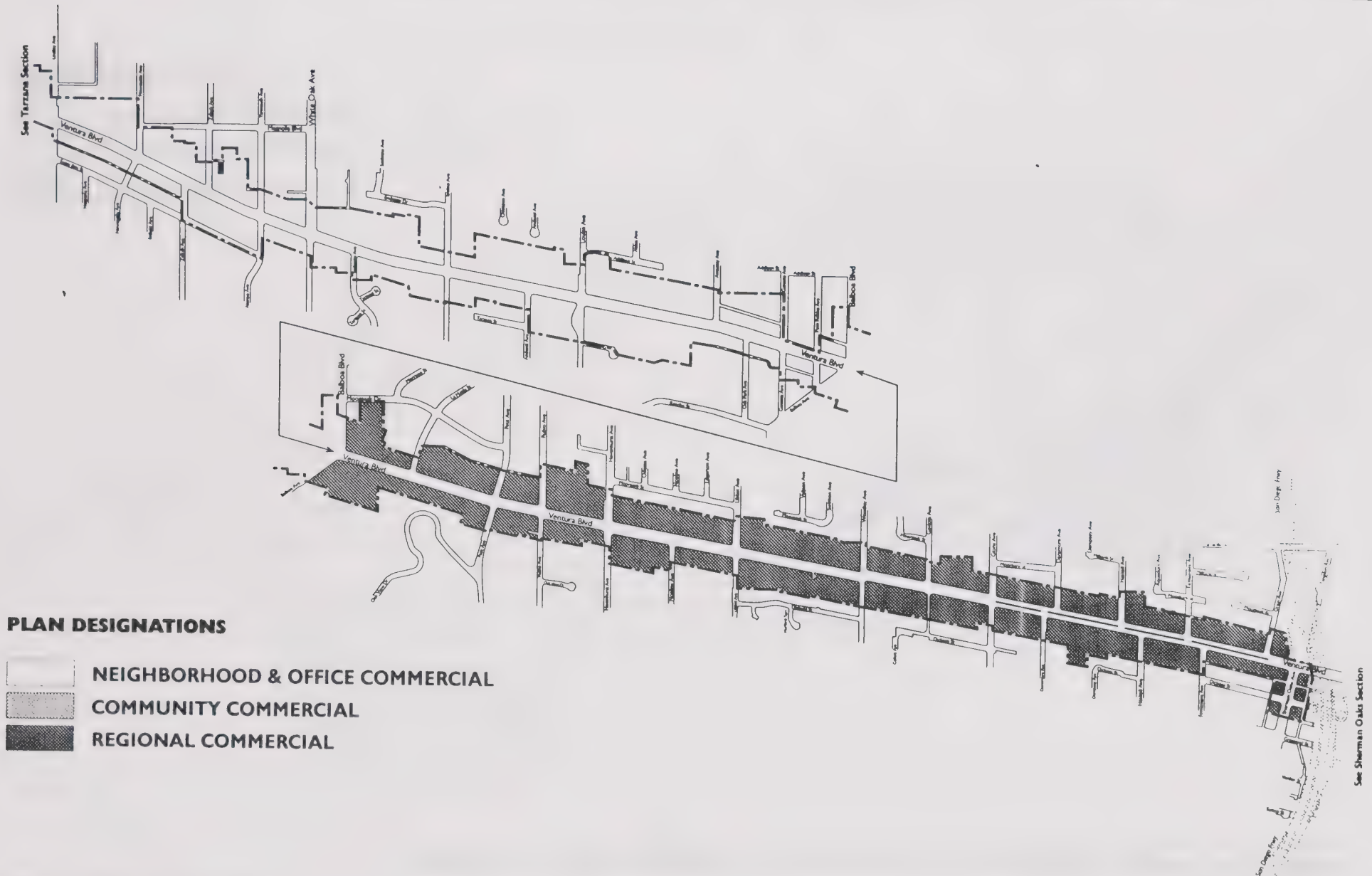
-  NEIGHBORHOOD & OFFICE COMMERCIAL
-  COMMUNITY COMMERCIAL
-  REGIONAL COMMERCIAL

Map 3A
CPC 85-381
Studio City Section

Ventura/Cahuenga Boulevard Corridor Specific Plan

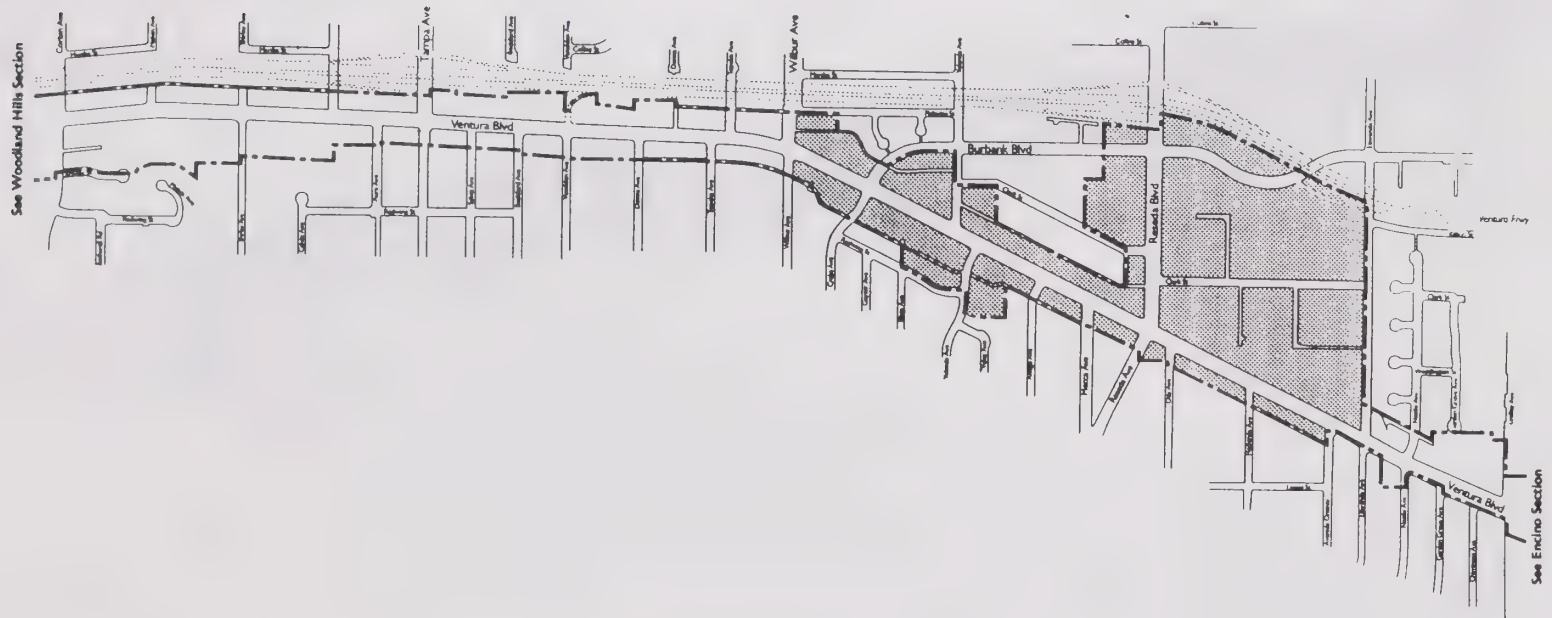


Ventura/Cahuenga Boulevard Corridor Specific Plan



Map 3C
CPC 85-381
Encino Section

Ventura/Cahuenga Boulevard Corridor Specific Plan



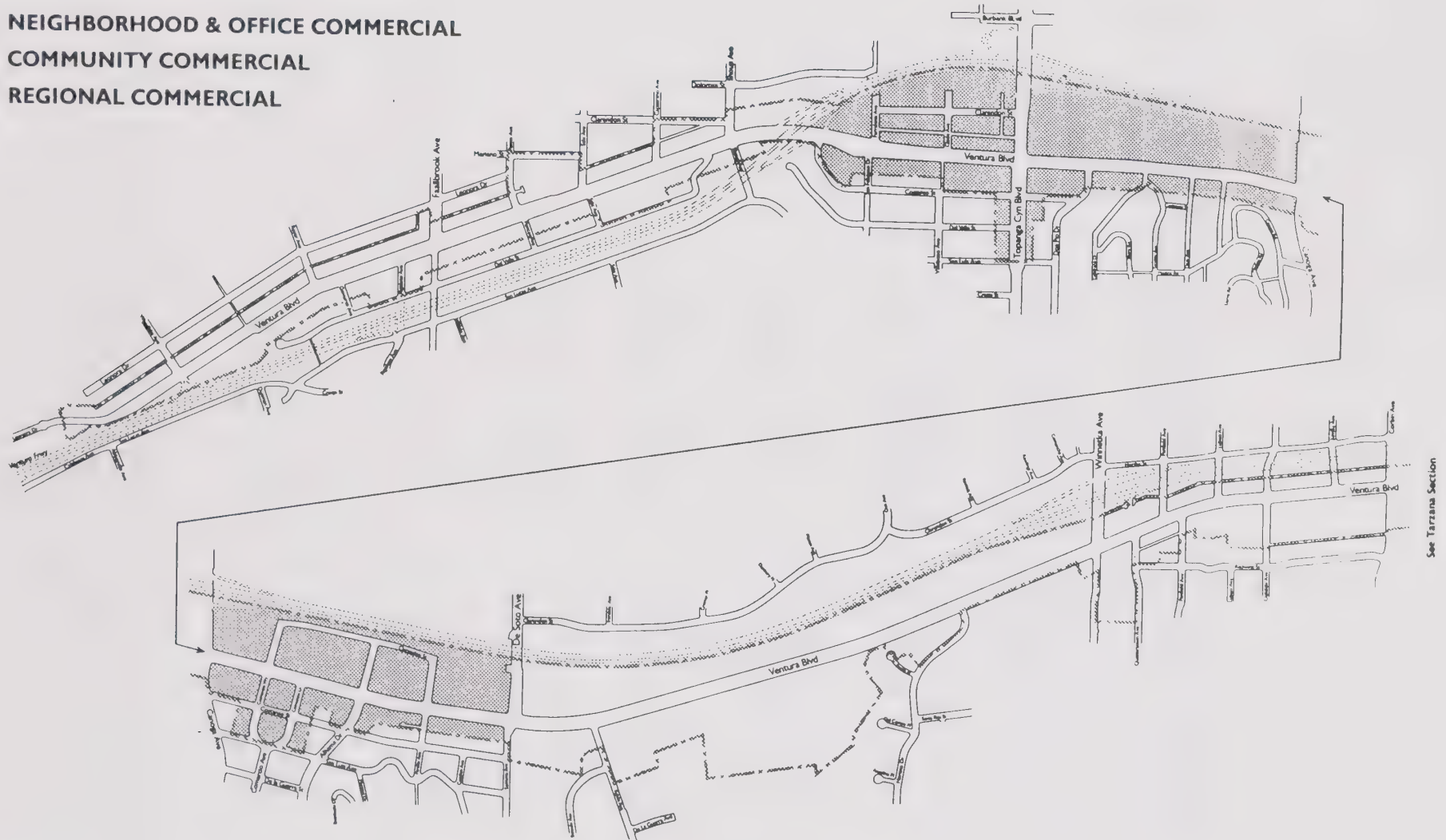
PLAN DESIGNATIONS

-  NEIGHBORHOOD & OFFICE COMMERCIAL
-  COMMUNITY COMMERCIAL
-  REGIONAL COMMERCIAL

Ventura/Cahuenga Boulevard Corridor Specific Plan

PLAN DESIGNATIONS

-  NEIGHBORHOOD & OFFICE COMMERCIAL
-  COMMUNITY COMMERCIAL
-  REGIONAL COMMERCIAL



	Intersection (Ventura/ Cahuenga at)	EXISTING DIMENSIONS BY APPROACH				RECOMMENDED STANDARD DIMENSIONS BY APPROACH			
		Pavement width / Right-of-way width (In feet)				Pavement width / Right-of-way width (In feet)			
		West	East	North	South	West	East	North	South
	<u>Woodland Hills</u>								
1	Woodlake	80 / 100	80 / 100	68 / 88	—	90 / 110	90 / 110	80 / 100	—
2	Fallbrook	90 / 120	100 / 140	80 / 100	53 / 70	90 / 120	100 / 140	90 / 110	90 / 110
3	Sale	90 / 120	90 / 120	36 / 60	30 / 50	90 / 120	90 / 120	46 / 66	46 / 66
4	Shoup	90 / 120	90 / 120	66 / 90	40 / 60	90 / 120	90 / 120	80 / 100	70 / 90
5	101 Frwy Ramps	80 / 120	92 / 120	—	—	90 / 120	92 / 120	—	—
6	Topanga Canyon	85 / 120	82 / 110	85 / 110	95 / 135	94 / 124	104 / 124	104 / 124	104 / 135
7	Don Plo	82 / 110	82 / 110	—	40 / 60	90 / 110	90 / 110	—	46 / 66
8	Canoga	80 / 110	80 / 110	80 / 100	50 / 80	90 / 110	90 / 110	90 / 110	80 / 100
9	Alhama	80 / 110	80 / 110	40 / 60	50 / 80	90 / 110	90 / 110	46 / 66	60 / 80
10	De Soto	80 / 110	87 / 120	80 / 100	40 / 60	90 / 110	94 / 120	90 / 110	70 / 90
11	Kelvin	87 / 120	87 / 120	—	36 / 55	90 / 120	90 / 120	—	46 / 66
12	Winnetka	87 / 120	77 / 100	79 / 100	42 / 60	90 / 120	90 / 110	90 / 110	70 / 90
	<u>Tarzana</u>								
13	Oakdale	77 / 100	77 / 100	36 / 60	38 / 62	80 / 100	80 / 100	46 / 66	46 / 66
14	Corbin	77 / 100	80 / 100	63 / 82	36 / 60	90 / 110	90 / 110	80 / 100	70 / 90
15	Shirley	80 / 100	80 / 100	38 / 60	40 / 60	80 / 100	80 / 100	46 / 66	46 / 66
16	Tampa	80 / 100	75 / 100	84 / 100	36 / 69	90 / 110	90 / 110	90 / 110	70 / 90
17	Vanalden	80 / 100	77 / 100	—	40 / 60	90 / 110	90 / 110	—	46 / 66
18	Wilbur	77 / 100	74 / 100	66 / 85	40 / 60	90 / 110	90 / 110	80 / 100	46 / 66
19	Yolanda	74 / 100	74 / 100	36 / 60	36 / 60	80 / 100	80 / 100	46 / 66	46 / 66
20	Reseda	77 / 100	74 / 100	77 / 100	67 / 88	90 / 110	100 / 120	90 / 110	80 / 100
21	Etiwanda	74 / 100	74 / 100	36 / 60	30 / 54	80 / 100	80 / 100	46 / 66	46 / 66
22	Nestle	74 / 100	74 / 100	36 / 60	36 / 60	80 / 100	80 / 100	46 / 66	46 / 66
23	Lindley	77 / 145	74 / 100	62 / 87	36 / 60	90 / 145	90 / 110	70 / 90	46 / 66
	<u>Encino</u>								
24	Newcastle	77 / 100	77 / 100	40 / 60	36 / 60	80 / 100	80 / 100	46 / 66	46 / 66
25	Zelzah	77 / 100	77 / 100	40 / 60	36 / 60	80 / 100	80 / 100	46 / 66	46 / 66
26	White Oak	77 / 100	80 / 100	80 / 100	38 / 62	90 / 110	90 / 110	80 / 100	70 / 90
27	Encino	80 / 100	80 / 100	40 / 60	40 / 50	80 / 100	80 / 100	46 / 66	46 / 66
28	Louise	80 / 100	80 / 100	66 / 86	54 / 74	90 / 110	90 / 110	70 / 90	54 / 74
29	Amestoy	80 / 100	90 / 120	36 / 60	—	80 / 100	90 / 120	46 / 66	—
30	Genesta	90 / 120	90 / 120	40 / 60	40 / 60	90 / 120	90 / 120	46 / 66	46 / 66
31	Balboa	90 / 120	77 / 100	76 / 104	44 / 64	90 / 120	100 / 120	90 / 110	70 / 90
32	Petit	77 / 100	77 / 100	36 / 60	36 / 57	80 / 100	80 / 100	46 / 66	46 / 66
33	Rubio	77 / 100	80 / 100	36 / 60	36 / 60	80 / 100	80 / 100	46 / 66	46 / 66
34	Hayvenhurst	80 / 100	80 / 110	77 / 100	63 / 87	90 / 110	100 / 120	90 / 110	90 / 110
35	Libbit	80 / 110	80 / 100	48 / 72	38 / 60	80 / 110	80 / 100	70 / 90	70 / 90
36	Woodley	80 / 100	80 / 100	40 / 60	40 / 60	80 / 100	80 / 100	70 / 90	46 / 66
37	Gaviota	80 / 100	80 / 110	36 / 60	40 / 60	80 / 100	80 / 110	46 / 66	46 / 66
38	Gloria	80 / 110	80 / 100	36 / 60	36 / 60	80 / 110	80 / 100	46 / 66	46 / 66
39	Densmore	80 / 100	80 / 100	36 / 60	36 / 60	80 / 100	80 / 100	46 / 66	46 / 66
40	Haskell	80 / 100	77 / 100	40 / 60	36 / 62	80 / 100	80 / 100	46 / 66	46 / 66
41	Sherman Oaks	73 / 100	80 / 100	—	74 / 100	90 / 110	90 / 110	—	80 / 100
42	Sepulveda	80 / 100	80 / 100	105 / 130	77 / 100	90 / 110	90 / 110	105 / 130	104 / 124

APPENDIX

VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN DEDICATION REQUIREMENTS, page 2 of 4, June 19, 1991

	Intersection (Ventura/ Cahuenga at)	EXISTING DIMENSIONS BY APPROACH				RECOMMENDED STANDARD DIMENSIONS BY APPROACH			
		Pavement width / Right-of-way width (in feet)				Pavement width / Right-of-way width (in feet)			
		West	East	North	South	West	East	North	South
	<u>Sherman Oaks</u>								
43	Noble	70 / 100	70 / 100	36 / 60	37 / 62	80 / 100	80 / 100	46 / 66	46 / 66
44	Kester	70 / 100	75 / 100	55 / 82	37 / 60	90 / 110	90 / 110	70 / 90	46 / 66
45	Wills	70 / 100	70 / 100	36 / 60	-	80 / 100	80 / 100	46 / 66	-
46	Cedros	70 / 100	70 / 100	33 / 60	30 / 60	80 / 100	80 / 100	46 / 66	46 / 66
47	Vesper	70 / 100	70 / 100	30 / 60	-	80 / 100	80 / 100	46 / 66	-
48	Van Nuys	70 / 100	70 / 100	80 / 100	58 / 85	90 / 110	90 / 110	90 / 110	80 / 100
49	Beverly Glen	70 / 100	70 / 100	56 / 80	58 / 78	90 / 110	90 / 110	80 / 100	80 / 100
50	Hazeltine	70 / 100	70 / 100	64 / 85	30 / 60	90 / 110	90 / 110	70 / 90	46 / 66
51	Stem	70 / 100	70 / 100	36 / 60	30 / 60	80 / 100	80 / 100	46 / 66	46 / 66
52	Woodman	70 / 100	70 / 100	78 / 93	30 / 60	90 / 110	90 / 110	80 / 100	46 / 66
53	Sunnyslope	70 / 100	70 / 100	36 / 60	30 / 60	80 / 100	80 / 100	46 / 66	46 / 66
54	Dixie Canyon	70 / 100	70 / 100	50 / 80	40 / 80	80 / 100	80 / 100	60 / 80	60 / 80
	<u>Studio City</u>								
55	Fulton	70 / 100	70 / 170	56 / 80	36 / 60	90 / 110	90 / 170	70 / 90	46 / 66
56	Valley Vista	70 / 170	70 / 170	36 / 50	40 / 80	80 / 170	80 / 170	46 / 66	70 / 90
57	Coldwater Canyon	70 / 100	70 / 100	65 / 86	66 / 86	90 / 110	90 / 110	90 / 110	90 / 110
58	Whitsett	70 / 100	70 / 100	64 / 80	33 / 60	90 / 110	90 / 110	70 / 90	46 / 66
59	Laurel Grove	70 / 100	70 / 100	40 / 62	30 / 60	80 / 100	80 / 100	46 / 66	46 / 66
60	Vantage	70 / 90	70 / 80	-	33 / 60	80 / 100	80 / 100	-	46 / 66
61	Laurel Canyon	70 / 100	70 / 100	70 / 100	73 / 95	90 / 110	90 / 110	94 / 114	94 / 114
62	Radford	70 / 100	70 / 100	56 / 85	-	80 / 100	80 / 100	70 / 90	-
63	Carpenter	70 / 100	70 / 100	50 / 80	40 / 60	80 / 100	80 / 100	60 / 80	46 / 66
64	Collax	70 / 100	70 / 90	68 / 93	-	90 / 110	90 / 110	80 / 100	-
65	Tujunga	70 / 100	70 / 100	66 / 88	-	90 / 110	90 / 110	80 / 100	-
66	Eureka	110 / 140	110 / 140	-	30 / 50	110 / 140	110 / 140	-	46 / 66
67	Vineland	81 / 106	76 / 100	82 / 94	36 / 60	90 / 110	90 / 110	90 / 110	70 / 90
68	Riverton	76 / 96	70 / 90	-	30 / 50	80 / 100	80 / 100	-	46 / 66
69	Lankershim	70 / 90	74 / 100	54 / 80	36 / 60	90 / 110	90 / 110	80 / 100	46 / 66
70	Regal Pl.	74 / 100	74 / 100	-	30 / 50	90 / 110	90 / 110	-	46 / 66
71	Broadawn	74 / 100	74 / 100	-	30 / 50	80 / 100	80 / 100	-	46 / 66
72	Universal Center	74 / 100	74 / 100	84 / 144	-	80 / 100	80 / 100	84 / 144	-
73	Oakshire	74 / 100	74 / 100	-	40 / 60	80 / 100	80 / 100	-	46 / 66
74	Barham	75 / 90	64 / 75	48 / 62	-	90 / 110	80 / 90	48 / 62	-

	Intersection (Ventura) Cahuenga at	INCREASE IN DIMENSIONS BY APPROACH				DEDICATION REQUIRED BY PROPERTY LINE LOCATION (In feet)							
		Pavement width / Right-of-way width (In feet)				West Leg		East Leg		North Leg		South Leg	
		West	East	North	South	(side of rdwy)		(side of rdwy)		(side of rdwy)		(side of rdwy)	
	<u>Woodland Hills</u>					north	south	north	south	east	west	east	west
1	Woodlake	10 / 10	10 / 10	12 / 12	0 / 0	5	5	5	5	7	5	0	0
2	Fallbrook	0 / 0	0 / 0	10 / 10	37 / 40	0	0	0	0	5	5	10	30
3	Sale	0 / 0	0 / 0	10 / 6	16 / 16	0	0	0	0	3	3	8	8
4	Shoup	0 / 0	0 / 0	14 / 10	30 / 30	0	0	0	0	5	5	15	15
5	101 Frwy Ramps	10 / 0	0 / 0	0 / 0	0 / 0	0	0	0	0	0	0	0	0
6	Topanga Canyon	9 / 4	22 / 14	19 / 14	9 / 0	2	2	12	2	2	12	0	0
7	Don Plo	8 / 0	8 / 0	0 / 0	6 / 6	0	0	0	0	0	0	3	3
8	Canoga	10 / 0	10 / 0	10 / 10	30 / 20	0	0	0	0	5	5	10	10
9	Alhama	10 / 0	10 / 0	6 / 6	10 / 0	0	0	0	0	3	3	0	0
10	De Soto	10 / 0	7 / 0	10 / 10	30 / 30	0	0	0	0	5	5	15	15
11	Kelvin	3 / 0	3 / 0	0 / 0	10 / 11	0	0	0	0	0	0	8	3
12	Winnetka	3 / 0	13 / 10	11 / 10	28 / 30	0	0	5	5	5	5	15	15
	<u>Tarzana</u>												
13	Oakdale	3 / 0	3 / 0	10 / 8	8 / 4	0	0	0	0	3	3	3	1
14	Corbin	13 / 10	10 / 10	17 / 18	34 / 30	5	5	5	5	8	10	15	15
15	Shirley	0 / 0	0 / 0	8 / 6	6 / 6	0	0	0	0	3	3	3	3
16	Tampa	10 / 10	15 / 10	6 / 10	34 / 21	5	5	5	5	5	5	6	15
17	Vanalden	10 / 10	13 / 10	0 / 0	6 / 6	5	5	5	5	0	0	3	3
18	Wilbur	13 / 10	16 / 10	14 / 15	6 / 6	5	5	5	5	8	7	3	3
19	Yolanda	6 / 0	6 / 0	10 / 8	10 / 6	0	0	0	0	3	3	3	3
20	Reseda	13 / 10	26 / 20	13 / 10	13 / 12	5	5	10	10	5	5	7	5
21	Etiwanda	6 / 0	6 / 0	10 / 8	16 / 12	0	0	0	0	3	3	9	3
22	Nestle	6 / 0	6 / 0	10 / 8	10 / 6	0	0	0	0	3	3	3	3
23	Lindley	13 / 0	16 / 10	8 / 3	10 / 6	0	0	5	5	0	3	3	3
	<u>Encino</u>												
24	Newcastle	3 / 0	3 / 0	6 / 6	10 / 6	0	0	0	0	3	3	3	3
25	Zelzah	3 / 0	3 / 0	6 / 6	10 / 6	0	0	0	0	3	3	3	3
26	White Oak	13 / 10	10 / 10	0 / 0	32 / 28	5	5	5	5	0	0	15	13
27	Encino	0 / 0	0 / 0	6 / 6	6 / 16	0	0	0	0	3	3	8	8
28	Louise	10 / 10	10 / 10	4 / 4	0 / 0	5	5	5	5	2	2	0	0
29	Amestoy	0 / 0	0 / 0	10 / 6	0 / 0	0	0	0	0	3	3	0	0
30	Genesta	0 / 0	0 / 0	6 / 6	6 / 6	0	0	0	0	3	3	3	3
31	Balboa	0 / 0	23 / 20	14 / 6	26 / 26	0	0	10	10	5	1	13	13
32	Petit	3 / 0	3 / 0	10 / 6	10 / 9	0	0	0	0	3	3	8	1
33	Rubio	3 / 0	0 / 0	10 / 6	10 / 6	0	0	0	0	3	3	3	3
34	Hayvenhurst	10 / 10	20 / 10	13 / 10	27 / 23	5	5	10	0	5	5	10	13
35	Libbit	0 / 0	0 / 0	22 / 18	32 / 30	0	0	0	0	15	3	15	15
36	Woodley	0 / 0	0 / 0	30 / 30	6 / 6	0	0	0	0	15	15	3	3
37	Gaviota	0 / 0	0 / 0	10 / 6	6 / 6	0	0	0	0	3	3	3	3
38	Gloria	0 / 0	0 / 0	10 / 6	10 / 6	0	0	0	0	3	3	3	3
39	Densmore	0 / 0	0 / 0	10 / 6	10 / 6	0	0	0	0	3	3	3	3
40	Haskell	0 / 0	3 / 0	6 / 6	10 / 4	0	0	0	0	3	3	1	3
41	Sherman Oaks	17 / 10	10 / 10	0 / 0	6 / 0	5	5	5	5	0	0	0	0
42	Sepulveda	10 / 10	10 / 10	0 / 0	27 / 24	5	5	5	5	0	0	12	12

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VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN DEDICATION REQUIREMENTS, page 4 of 4, June 19, 1991

	Intersection (Ventura/ Cahuenga at)	INCREASE IN DIMENSIONS BY APPROACH				DEDICATION REQUIRED BY PROPERTY LINE LOCATION (in feet)							
		Pavement width / Right-of-way width (in feet)				West Leg		East Leg		North Leg		South Leg	
		West	East	North	South	(side of rdwy)		(side of rdwy)		(side of rdwy)		(side of rdwy)	
	<u>Sherman Oaks</u>					north	south	north	south	east	west	east	west
43	Noble	10 / 0	10 / 0	10 / 6	9 / 4	0	0	0	0	3	3	3	1
44	Kester	20 / 10	15 / 10	15 / 8	9 / 8	5	5	5	5	3	5	3	3
45	Wills	10 / 0	10 / 0	10 / 6	0 / 0	0	0	0	0	3	3	0	0
46	Cedros	10 / 0	10 / 0	13 / 6	16 / 6	0	0	0	0	3	3	3	3
47	Vesper	10 / 0	10 / 0	16 / 6	0 / 0	0	0	0	0	3	3	0	0
48	Van Nuys	20 / 10	20 / 10	10 / 10	22 / 15	5	5	5	5	5	5	5	10
49	Beverly Glen	20 / 10	20 / 10	24 / 20	22 / 22	5	5	5	5	10	10	5	17
50	Hazeltine	20 / 10	20 / 10	5 / 7	16 / 6	5	5	5	5	2	5	3	3
51	Stern	10 / 0	10 / 0	10 / 6	16 / 6	0	0	0	0	3	3	3	3
52	Woodman	20 / 10	20 / 10	2 / 7	16 / 6	5	5	5	5	3	4	3	3
53	Sunnyslope	10 / 0	10 / 0	10 / 6	16 / 6	0	0	0	0	3	3	3	3
54	Dixie Canyon	10 / 0	10 / 0	10 / 0	20 / 0	0	0	0	0	0	0	0	0
	<u>Studio City</u>												
55	Fulton	20 / 10	20 / 0	14 / 10	10 / 6	5	5	0	0	5	5	3	3
56	Valley Vista	10 / 0	10 / 0	10 / 16	30 / 10	0	0	0	0	8	8	5	5
57	Coldwater Canyon	20 / 10	20 / 10	25 / 24	24 / 24	5	5	5	5	11	13	12	12
58	Whitsett	20 / 10	20 / 10	6 / 10	13 / 6	5	5	5	5	5	5	3	3
59	Laurel Grove	10 / 0	10 / 0	6 / 4	16 / 6	0	0	0	0	1	3	3	3
60	Vantage	10 / 10	10 / 20	0 / 0	13 / 6	10	0	10	10	0	0	3	3
61	Laurel Canyon	20 / 10	20 / 10	24 / 14	21 / 19	5	5	5	5	7	7	12	7
62	Radford	10 / 0	10 / 0	14 / 5	0 / 0	0	0	0	0	2.5	2.5	0	0
63	Carpenter	10 / 0	10 / 0	10 / 0	6 / 6	0	0	0	0	0	0	3	3
64	Colfax	20 / 10	20 / 20	12 / 7	0 / 0	5	5	15	5	7	0	0	0
65	Tujunga	20 / 10	20 / 10	14 / 12	0 / 0	5	5	5	5	7	5	0	0
66	Eureka	0 / 0	0 / 0	0 / 0	16 / 16	0	0	0	0	0	0	8	8
67	Vineand	9 / 4	14 / 10	8 / 16	34 / 30	0	4	0	10	4	12	15	15
68	Riverton	4 / 4	10 / 10	0 / 0	16 / 16	0	4	5	5	0	0	8	8
69	Lankershim	20 / 20	16 / 10	26 / 20	10 / 6	10	10	5	5	10	10	3	3
70	Regal Pl.	16 / 10	16 / 10	0 / 0	16 / 16	5	5	5	5	0	0	8	8
71	Broadlawn	6 / 0	6 / 0	0 / 0	16 / 16	0	0	0	0	0	0	8	8
72	Universal Center	6 / 0	6 / 0	0 / 0	0 / 0	0	0	0	0	0	0	0	0
73	Oakshire	6 / 0	6 / 0	0 / 0	6 / 6	0	0	0	0	0	0	3	3
74	Barham	15 / 20	16 / 15	0 / 0	0 / 0	15	5	0	15	0	0	0	0

**VENTURA/CAHUENGA BOULEVARD
CORRIDOR SPECIFIC PLAN**

**Ordinance No. 166,560
Effective February 16, 1991**

**Amended by Ordinance No. 171,240
Effective September 25, 1996**

ADMINISTRATIVE RESPONSIBILITIES

Applicant

The applicant shall submit an application (8A), with accompanying fee (8C), to the Director of Planning for Project Approval that the proposed project meets the Design Guidelines and requirements of Sections 5, 6, 7 and 10 of the Specific Plan and that the Department of Transportation has determined in writing that the Project is in compliance with the applicable requirements of Sections 9, 10, 11 and 12 of the Specific Plan (8A). The application shall be deemed complete if it includes:

- Plot plans
- Landscape and irrigation drawings
- Building elevations
- Sign plan
- Other information as required by the Director
(e.g., sample materials, photos, views, 3-D models)

The applicant shall pay or otherwise guarantee payment of a Project Impact Assessment (PIA) fee prior to any permit being issued by the Department of Building and Safety (9A). The PIA fee is paid to the Department of Transportation, and may be either as a single payment or in installments (9B).

The applicant shall submit an application for a Preliminary Traffic Assessment, including project plans, to the Department of Transportation and pay an accompanying fee. The applicant shall make street dedications and improvements (identified in Appendix II) to the satisfaction of the Department of Transportation and Bureau of Engineering. The applicant shall submit a traffic study for the project, if required by the Department of Transportation. (10C)

Prior to issuance of specified permits, the applicant shall implement or guarantee traffic and parking mitigation measures at adjacent intersections and streets, as determined by the Departments of Transportation and City Planning, including those street dedications and improvements as may be required. (10D1)

The applicant shall implement or guarantee a Transportation Demand Management (TDM) program to reduce project trips as determined by the Departments of Transportation and City Planning. Prior to issuance of specified permits, the applicant shall submit a preliminary TDM Plan to the Department of Transportation. The applicant shall submit a Final TDM Plan for review and approval by Departments of Transportation and Planning at least 60 days prior to the issuance of a certificate of occupancy. The applicant or successor must submit an annual TDM status report for at least five years. (10D2)

In Pedestrian Oriented Areas, the applicant shall guarantee the continued restriction of the ground floor to retail or pedestrian serving uses by a recorded covenant and agreement. (5)

Department of City Planning

The Department of City Planning shall establish, monitor, and maintain an official record of all cumulative permitted floor area, by phase of development, within the Specific Plan area. (6I)

The Director of Planning shall approve, disapprove, or approve a project with modifications. The Director shall forward a copy of the determination with findings to the Department of Building and Safety. (8A2)

Within five years after the adoption of the ordinance, the Department of City Planning, after consultation with the Plan Review Board, and with the approval of the Board of Public Works and Board of Cultural Affairs, shall prepare a detailed streetscape plan for each Specific Plan community. (14B)

The Department of City Planning and Department of Transportation shall jointly prepare an annual review of the Specific Plan, considering any recommendations made by the Plan Review Board, and submit it to the City Planning Commission and the City Council. (15B1)

When Phase I has been reached, a restudy of all aspects of the Specific Plan shall be jointly undertaken by the Department of City Planning and the Department of Transportation. (15B2)

The Departments of City Planning and Transportation shall make recommendations, with required findings, to the City Planning Commission and City Council as to proposed alley vacations. (16)

Plan Review Board

A Ventura/Cahuenga Boulevard Corridor Plan Review Board shall:

- Make recommendations to the Director of Planning and the General Manager of the Department of Transportation concerning the development and implementation of the Specific Plan.
- Make recommendations to the Director of Planning and the General Manager of the Department of Transportation regarding the priorities and timing of intersection improvements in the Specific Plan area.
- Make recommendations to the Director of Planning on the development of revised design guidelines and a revised streetscape plan for each community to encourage pedestrian activity as set forth in Section 15B.
- Make recommendations to the Director of Planning as requested.
- Review an application for a Specific Plan exception or a City Council-initiated proposal to amend the Specific Plan. (15A)

City Planning Commission

The City Planning Commission, based upon recommendations from the Department of Planning, with the assistance of the Department of Transportation and the advice of the Plan Review Board, shall report to the City Council whether all the requirements of Phase I have been implemented. The report shall also address any requirements that have not proven to be unnecessary. (6J)

The City Planning Commission shall, with required findings, grant relief from the height limitations. (7D2)

The City Planning Commission shall act on appeals of a Project Approval determination of the Director of Planning, as well as the determination of the Department of Transportation. (8A3)

The City Planning Commission or the City Council shall conduct a public hearing prior to the vacation of an alley by City Council. (16)

Department of Transportation (DOT)

The Department of Transportation (DOT) shall calculate, receive, record and deposit the PIA fee. DOT shall annually recommend to City Council any revisions to the PIA Fee Table to be published before July 1 of each year. (9B,C)

Prior to issuance of permits by the Department of Building and Safety, DOT shall determine if the mitigation measures proposed by the applicant are sufficient to reduce the traffic impacts to a level of insignificance for the following projects (10A):

- 10,000 square feet or more in area
- Convenience market, fast-food restaurant, or gas station
- Drive-through or automatic teller machine (ATM)

DOT shall calculate the number of Trips for projects, based on trip generation formulas and/or according to published technical rates (10B). DOT shall issue a Preliminary Traffic Assessment for specified projects, and review and approve street dedications and improvements identified in Appendix II (10C).

DOT shall determine if specified intersections are operating at the unacceptable Level of Service E or F. (6G)

DOT shall calculate the amount that each ICO or PSP project applicant shall be charged based in Section 9, and collect outstanding fees on ICO projects. (12B)

The Departments of Transportation and City Planning shall make recommendations, with the required findings, to the City Planning Commission and the City Council as to any proposed alley vacations. (16)

Department of Building and Safety

The Department of Building and Safety shall not issue specified permits unless the applicant has received a Project Approval and complies with all sections of this Specific Plan. (5,8)

The Department of Building and Safety shall not issue specified permits unless the Department of Transportation determines that the mitigation measures proposed by the applicant are sufficient to reduce the traffic impacts to a level of insignificance for the following projects (10A):

- 10,000 square feet or more in area
- Convenience market, fast-food restaurant, or gas station
- Drive-through or automatic teller machine (ATM)

The Department of Building and Safety shall not issue specified permits until the owners of the property have recorded a covenant and agreement acknowledging the contents and limitations of the Specific Plan. (17)

Board of Public Works / Bureau of Engineering

The Board of Public Works and Board of Cultural Affairs shall approve the preparation of a detailed streetscape plan for each community by the Department of City Planning. (14B)

The Bureau of Engineering shall review and approve street dedications and improvements identified in Appendix II (10C).

The City Engineer shall approve sidewalk materials and design that shall be continued in crosswalks, pursuant to Section 14B3.

Board of Cultural Affairs

The Board of Cultural Affairs and Board of Public Works shall approve the preparation of a detailed streetscape plan for each community by the Department of City Planning. (14B)

City Council

The City Council and Mayor shall appoint members of a Ventura/Cahuenga Boulevard Corridor Plan Review Board. (15A)

The City Council must do one of the following prior to project approval being granted for a project that causes the cumulative permitted floor area to be increased from Phase I to Phase II (6J):

- Certify that all requirements of the current phase of development have been implemented or assured; or
- Adopt findings as to why the requirements are not necessary to mitigate any significant environmental impacts; or
- Adopt appropriate Specific Plan amendments and accompanying findings.

The City Council shall determine, with required findings, if the requirements of Phase I are not necessary to mitigate significant environmental impacts, or if all requirements of Phase I have been implemented (or assured) and that the Specific Plan should be amended or revised. (6J)

The City Council shall act on the recommendation of the Department of Transportation for sanctions against an applicant for non-compliance with the provisions of a TDM Plan. (10D2)

The City Council shall act on appeals of:

- PIA fees (9F)
- Street dedications and improvements (10C2)

Each Councilperson for the Specific Plan area shall appoint two members to the Plan Review Board. (15A2)

The City Planning Commission or the City Council shall conduct a public hearing prior to the vacation of an alley by City Council. (16)

Mayor

The Mayor shall appoint one at-large member to the Plan Review Board. (15A2)

120VCB5 (080197)

Sherman Oaks Studio City Toluca Lake Plans





TOM BRADLEY, mayor

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Sherman Oaks Studio City Toluca Lake Plans



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1. Summary of Provisions
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* This document is a reformat of the District Plan as it formerly appeared in the broadside format. The maps reflect the broadside subsequently amended by the General Plan Consistency Program (AB283), Periodic Plan Review and any other amendments. The text is essentially the same as the originally adopted Plan.

PLAN AMENDMENTS LOG

SHERMAN OAKS-STUDIO CITY- TOLUCA LAKE PLANS

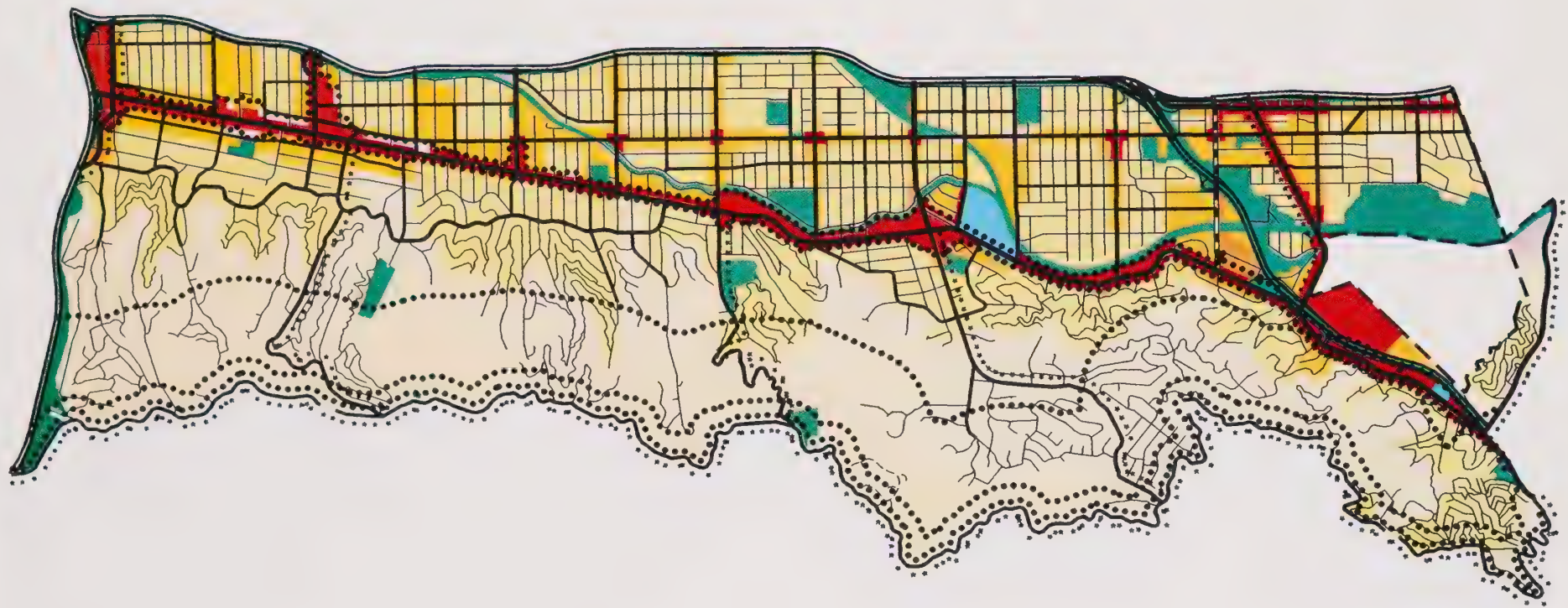
Adopted by City Council

C.F. 70-4921

November 7, 1974

Date	Amendment	Council File
7-27-87	Studio City Addition 1-84	86-0613
8-12-88	AB283 General Plan/Zoning Consistency, Part I	87-0290
7-13-88	AB283 General Plan/Zoning Consistency, Part II	88-0927
7-13-88	AB283 General Plan/Zoning Consistency, Part III	88-0896
9-6-89	Periodic Plan Review, Window 20, Item 3, Sunnyslope Avenue	89-1314 S3
10-4-89	Redesignate Tujunga Avenue between Aqua Vista Street and Woodbridge Street	87-0290 S1
4-24-90	Periodic Plan Review, Window 24, Item 4, Vista del Monte Avenue	90-0049 S4
8-28-90	Periodic Plan Review, Window 28, Item 1, Bluffside Drive	90-1461 S1
1-4-91	Ventura/Cahuenga Boulevard Corridor Specific Plan	85-0926 S24
3-27-91	Land Use Footnote	90-1422
4-10-91	*Periodic Plan Review, Window 32, Item 1, Hazeltine Avenue	90-2593 S1
4-10-91	*Periodic Plan Review, Window 32, Item 4, Woodley Avenue	90-2593 S4
5-19-92	Mulholland Scenic Parkway Specific Plan	86-0945 S1,2 73-4868
5-27-92	*AB283 Open Space Plan Amendments	92-0163
3-3-93	*Mobilehome Footnote	89-0119
4-21-93	*Periodic Plan Review, Window 44, Item 1, Tujunga Avenue	89-0290 S3

*Amendment not currently incorporated in Plan text or map.



..... See Specific Plan(s) for details

SHERMAN OAKS - STUDIO CITY - TOLUCA LAKE
GENERALIZED LAND USE



NOT TO SCALE



SPECIFIC PLAN AREA

FOR DETAILS REFER TO:

- Ventura/Canuenga Boulevard Corridor Specific Plan,
Ord No 166560
- Ventura/Canuenga Boulevard Corridor Spec. Plan, Ord No 166560 and
Mulholland Scenic Parkway Spec. Plan, Ord No 167943 - 1/2 Mile Buffer
- Mulholland Scenic Parkway Specific Plan,
Ord No 167943 - 500' Buffer
- Mulholland Scenic Parkway Specific Plan,
Ord No 167943 - 1/2 Mile Buffer

SHERMAN OAKS - STUDIO CITY - TOLUCA LAKE
GENERALIZED CIRCULATION

↑
N
NOT TO SCALE

Sherman Oaks-Studio City-Toluca Lake Plan

The Sherman Oaks-Studio City-Toluca Lake District Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map.

PURPOSES

USE OF THE PLAN

The purpose of the Sherman Oaks-Studio City-Toluca Lake District Plan is to provide an official guide to the future development of the District for the use of the City Council, the Mayor, the City Planning Commission; other concerned governmental agencies; residents, property owners and businessmen of the District; and private organizations concerned with planning and civic betterment. For the Council, the Mayor, and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various City development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the District within the larger framework of the City; guide the development, betterment, and changes of the District to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentialities and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

The Plan proposes approximate locations and dimensions for land use. Development may vary slightly from the Plan provided the total acreage of each type of land use, the land use intensities, and the physical relationships among the various land uses are not altered.

The Plan is not an official zone map and while it is a guide it does not imply any implicit right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as 20 years into the future, it designates conditionally more land in some areas for different zones and land uses than may be desirable for many years.

OBJECTIVES OF THE PLAN

1. To coordinate the development of Sherman Oaks-Studio City-Toluca Lake District with that of other parts of the City of Los Angeles and the metropolitan area.
2. To designate lands in quantities, at densities, and at appropriate locations for the various private uses; and to designate the need for public facilities and the general locations thereof, as required to accommodate population and activities projected to the year 1990.
3. To make provision for housing as is required to satisfy the varying needs and desires of all economic segments of the District, maximizing the opportunity for individual choice.
4. To encourage the preservation and enhancement of the varied and distinctive residential character of the District.
5. To promote economic well-being and public convenience through:
 - a. allocating and distributing commercial lands and related off-street parking for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards.
 - b. designating land for industrial development that can be so used without detriment to adjacent uses of other types, and imposing restrictions on the types and intensities of industrial uses as are necessary to these purposes.
6. To make provision for a circulation system coordinated with land use and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation services.
7. To provide a basis for the location and programming of public service and utilities and to coordinate the phasing of public facilities with private development.
8. To encourage open space for recreation uses including hiking, riding and bicycle trails utilizing utility rights-of-way and other public lands where feasible.
9. To utilize the capacity of existing zoning, in both mountain and level areas, as fully as possible prior to establishing zoning permitting increased densities in other areas.
10. To improve the visual environment of the District through the development and application of appropriate design criteria and controls.
11. To limit population capacity in both mountain and level areas to that which can be served by the planned circulation system, and to consistently keep land use in balance with the traffic carrying potential of the circulation system.

12. In hillside residential areas to:
- minimize grading so as to retain the natural terrain and ecological balance.
 - provide a standard of land use intensity and population density which will be compatible with street capacity, public service facilities and utilities, and topography, in coordination with development in the remainder of the City.

POLICIES

The Sherman Oaks-Studio City-Toluca Lake District Plan has been designed to accommodate the anticipated growth in population and employment of the District to the year 1990. The Plan does not seek to promote nor to hinder growth; rather, it accepts the likelihood that growth will take place and must be provided for.

The Plan encourages the preservation of low density single-family residential areas, the conservation of open space areas through concentration of development on more favorable terrain in order to retain the maximum amount of open space and reduce grading, and the preservation and strengthening of both the Sherman Oaks and Studio City business districts.

LAND USE

Commerce

Standards and Criteria:

The commercial land (not including associated parking) designated by this Plan to serve suburban residential areas is adequate in quantity to serve the needs of the projected population to the year 1990.

The ratio of the proposed acres of land designated for commercial and associated parking to projected population is approximately 6.1 acres per 1,000 persons. It is to be noted that many of the commercial uses along Ventura Boulevard serve a much wider area than just the Sherman Oaks-Studio City-Toluca Lake District.

The Plan recommends clustering of neighborhood and community commercial activity to provide maximum convenience with minimum disturbance to residential neighborhoods.

Highway Oriented, Neighborhood and Limited commercial structures should be restricted to three stories or 45 feet in height, and Community commercial structures should be limited to six stories or 75 feet in height, to ensure maximum compatibility with the adjoining good quality residential uses.

In general, off-street parking should be provided at a ratio of not less than three square feet for each square foot of commercial floor area for each Community and

Neighborhood shopping area specified on the Plan Map, and at a ratio of not less than two square feet for each square foot of floor area for all other commercial uses. Parking areas shall be located between commercial and residential uses where appropriate in order to provide a buffer, and shall be separated from residential uses by means of at least a solid wall and/or landscaped setback to attenuate noise and preserve adjoining residential neighborhoods as separate and distinct areas.

Detailed studies leading to the preparation of Specific Plans for commercial development along Ventura Boulevard shall be prepared. Special attention shall be given to off-street parking facilities, reduction of potential commercial intensities, and better traffic circulation including tertiary transit service and buffering between commercial and residential uses. Specific Plan studies are proposed for areas fronting, adjoining and/or abutting the areas located: (1) on Ventura Boulevard between the San Diego Freeway and Hazeltine Avenue; (2) on Ventura Boulevard between Van Noord Avenue and Colfax Avenue; and (3) in the Universal City area.

These Specific Plan studies may result in recommendations for land uses and land use patterns which would be more desirable for a Specific Plan area than those indicated on the Plan Map and which express the intent, purpose and spirit of the Plan more clearly. The implementation of such recommendations would not be in conflict with this Plan.

Features:

The Plan provides approximately 622 acres of commercial and related parking uses. Retention and improvement of established community commercial areas are proposed. The Studio City business district at the intersection of Laurel Canyon Boulevard and Ventura Boulevard will be somewhat expanded, with additional parking provided. The Sherman Oaks commercial area at Ventura Boulevard and Van Nuys Boulevard will be similarly expanded.

The Community Commerce areas are oriented to retail use and will have low or medium intensities of development, with total floor area not to exceed three times the site area, exclusive of parking. (Major retail services will also be provided to the District by the Fashion Square shopping facility northerly of the Los Angeles River between Hazeltine Avenue and Woodman Avenue, which is located just outside of the District's boundaries but in proximity to its higher density residential areas.)

A Regional Center Commerce development has been implemented in the Universal City area north-easterly of the Hollywood Freeway-Lankershim Boulevard intersection. The facilities is oriented toward entertainment services, hotels, restaurants and business offices rather than retail trade. A rapid transit system serving Universal City is desirable as a part of its development as a Regional Center. Existing high intensity commercial development at Ventura Boulevard and Sepulveda Boulevard is proposed to be retained without major expansion.

Several Neighborhood Commerce areas providing convenience goods and services are designated in the more densely populated portion of the District north of Ventura Boulevard. In addition, most of the Ventura Boulevard frontage properties are designated for retention in commercial use and will provide sites for convenience commercial facilities and also highway service facilities, restaurants and entertainment services. Signs in Neighborhood Commerce areas should be restrained in size, type, lighting and location in order to assure compatibility with surrounding residential development.

The Mulholland Parkway runs the length of the southerly border of the district plan. The Mulholland Scenic Parkway Specific Plan, upon enactment, controls building heights, uses and signs along the entire length of the road.

Housing

Standards and Criteria:

Property in residential zones permitting densities in excess of those designated on the Plan shall be reclassified to more appropriate zones.

Changes of zone permitting densities in excess of those designated by the Plan should be approved only after the following criteria are met: (a) it can be shown that there is a clearly evident need for housing in excess of that provided for by the Plan or that a compensating reduction in density can be made at some other location; (b) adequate access and public services are available.

Density patterns indicated on the Plan Map may be adjusted to facilitate cluster developments provided that the total number of dwelling units indicated in any development is not increased.

To the extent feasible new single-family subdivisions in areas adjoining highways shall be designed with lots siding or backing onto the highway, or fronting onto a service or frontage road. Local street patterns designed to discourage through traffic should be encouraged wherever practical.

In the mountain areas new residential land uses may be clustered, grouping the dwelling units on favorable terrain, in order to retain a maximum amount of open space. Grading in mountain areas shall be minimized and every effort made to preserve natural contours and terrain.

The intensity of land uses in the mountain and hillside areas, and the density of population which can be accommodated thereon, shall be limited in accordance with the following criteria:

- a. the adequacy of the existing and assured street circulation system, both within the area and in peripheral areas;

- b. the availability of sewers, drainage facilities, fire protection services and facilities, and other public utilities;
- c. the steepness of the topography of the various parts of the area, and the suitability of the geology of the area for development. All natural slopes generally in excess of 15 percent shall be designated for Minimum Density.

Apartments should be soundproofed and provided with adequate open space and usable recreation areas.

Single-family areas less than 25 percent intruded with apartments are to be retained in single-family usage. Developed areas are to be zoned in accordance with the existing density prevalent in the area.

Density transfers should be allowed in the areas designated in the Minimum Density category as long as the total number of dwelling units indicated in any development is not increased and adequate access is available from two or more directions.

Features:

It is the intent of the Plan to preserve the image of the Sherman Oaks-Studio City-Toluca Lake District as a desirable residential area. The proposed population distribution and density patterns generally correspond to the land use and/or zoning patterns existing at the time of plan adoption, with low densities in hillside areas, and a range of densities for continued use for the same purpose in level areas, including some areas which have been zoned for apartment use.

The Plan provides a maximum residential capacity for approximately 118,970 persons, approximately 25 percent over the projected 1990 population of 95,400. Of this total capacity, approximately 66,000 would be accommodated in single-family dwellings on approximately 6,672 acres designated for single-family residential use, and approximately 53,102 persons would be accommodated in apartments on approximately 748 acres designated for multiple-residential use. Three multiple-residential density categories are specified -- Low-Medium, Medium and High-Medium, with density ranges as set forth on the Plan Map.

PLAN POPULATION AND DWELLING UNIT CAPACITY

Residential Density	Dwelling Unit Per Gross Acres*	Gross Acres*	% of Dwelling Res. Unit Land Capacity	% of Pop. Pop. Capacity Capacity
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Single Family Dwellings

Minimum	0.5 to 1	1,941	26	1,294	3,113	2
Very Low	1+ to 3	1,841	24	4,050	15,917	12
Low	3+ to 7	2,761	37	12,700	45,087	33

Multiple Family Dwellings

Low-Medium	7+ to 24	199	3	4,034	10,165	8
Medium	24+ to 40	691	9	22,601	50,836	37
High-Medium	40+ to 60	83	1	5,605	11,197	8

TOTAL		7,516	100	41,488	136,315	100
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* Gross Acreage Includes Streets

Industry

Standards and Criteria:

Industrial lands are located on a citywide basis without regard to the boundaries of individual communities or districts under the general principle that employment should be available within a reasonable commuting distance from residential locations. Where possible, industrial uses should be concentrated in industrial parks.

Parking for industrial lands should be provided at a ratio of not less than one parking space for each employee on the main shift except that where it can be shown that the number of automobiles to be parked will be in a lesser proportion than one per employee. In such instances the proportion may be reduced accordingly. In general, parking areas shall be located at the peripheries of industrial sites to serve as buffers, and shall be separated from adjacent private and public uses by a wall and/or landscaped setback.

Features:

The Plan designates approximately 44 acres of land for industrial uses.

The Plan does not emphasize industrial uses. The designated industrial lands are intended for limited and restricted types of industry which will not be nuisances to neighboring lands.

The property located in the area bounded by Radford Avenue, the Tujunga Wash, and the Los Angeles River is appropriate for a studio use as an alternative to the designated Low Density residential category.

CIRCULATION

Highways

Standards and Criteria:

Highways, Local Streets, and Collector Streets shown on this Plan shall be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions.

Design characteristics which facilitate street identity, such as curves, changes in direction, and topographical differences, should be emphasized by street trees and planted median strips and by paving. Streets, highways and freeways, when developed, should be designed and improved to be in harmony with adjacent development and street development and to facilitate driver and passenger orientation. Whenever feasible, residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the development of the designated Major and Secondary Highways. No increase in density shall be effected by zone change or subdivision unless it is determined that the circulation system serving the property involved is adequate. Hillside roads may be developed to hillside or lesser standards as dictated by terrain or environmental factors.

Needed highway improvements shall be assured prior to the approval of zoning permitting intensification of land use in order to avoid congestion and assure proper development.

Features:

Adequate circulation facilities are essential to traffic circulation in both low and high density parts of the District, which will continue to depend largely upon the automobile for transportation. To meet this need, the Plan incorporates that portion of the Highways and Freeways Element of the General Plan involving the District. A Collector Street system is indicated on the Plan Map in order to provide for more efficient movement of local traffic to highways. Mulholland Drive is deleted from the Highways and Freeways Plan as a Major Highway and designated as a Scenic Parkway.

Map designations for Collector Streets, Secondary Highways and Major Highways which do not occupy existing dedicated rights-of-way denote proposed general locations and are not intended to indicate the acquisition of any specific private properties.

Public Transportation

The Plan incorporates the first stage rapid transit system proposed in the Citywide Plan. The proposed transit system includes a station near Lankershim Boulevard and the Hollywood Freeway, in the Universal City area. Sherman Oaks will be served by a later stage of the rapid

transit system. As noted, Universal City is proposed as a Regional Center with commercial and residential use. Tertiary transit such as a minibus system should be provided between mass transit facilities and commercial areas along Ventura Boulevard.

SERVICE SYSTEMS

Standards and Criteria:

The public facilities shown on this Plan are to be developed in accordance with the standards for need, site area, design, and general location expressed in the Service Systems Element of the General Plan. (See individual facility plans such as the Fire Protection Plan and the City-Owned Power Transmission Rights-of-Way Development Plan for specific standards). Such development shall be sequenced and timed to provide a workable, efficient, and an equate balance between land use and service facilities at all times. The Plan also stresses the improvement of existing public facilities to satisfy the need of both the present and projected population.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the provision of adequate public service facilities, with reference to the standards contained in the General Plan. No increase in density shall be effected by zone change or subdivision unless it is determined that such facilities are adequate to serve the proposed development.

The development restrictions included in the Open Space Plan are to be applied in areas designated as "Desirable Open Space" on the Plan Map. The Citizen Advisory Committee Report on the Mulholland Scenic Parkway is adopted in principle in this Plan. Specific criteria for the development of road-associated facilities and related controls are set forth in the Mulholland Scenic Parkway Specific Plan and Section 17.05 of the Los Angeles Municipal Code.

Open Space designations of the Plan Map conform to the definition of "Open Space Land" set forth in Article 10.5 of the State of California Government Code and to the City's Open Space Plan. Lands designated as Privately Owned Open Space are considered to be in the Minimum Density residential category.

Features:

The public facilities shown on the Plan Map are consistent with previously approved and currently proposed Service System Elements of the General Plan. The Plan proposes landscaping of the flood control rights-of-way (in strips to either side of the channels) throughout the District. Where sufficient land is available, park facilities and riding, hiking and bicycle trails, etc. should be provided in these strips.

Open Space areas are indicated on the Plan Map. Mulholland Drive is designated as a Scenic Parkway, with trails for hiking, riding and bicycling.

Parks proposed in the Plan are shown in accordance with the spacing standards set forth in the City's adopted Interim Public Recreation Plan.

PROGRAMS

This outline of programs is intended to establish a framework for guiding development of Sherman Oaks-Studio City-Toluca Lake in accordance with the objectives of the Plan. In general, these programs indicate those public and private actions which should take place during the initial five years following the adoption of the Plan. The described actions will require the use of a variety of implementation methods.

I. PUBLIC IMPROVEMENTS

A. Circulation

To facilitate local traffic circulation, relieve congestion, and provide mobility for all citizens the following capital improvements are required:

1. Continue development of the highway and street system in conformance with the City's Annual Capital Improvement Program (as amended from time to time).
2. Continue planning of and improvements to the public transportation system for the District.
3. Continue working toward the development of a rapid transit system with a line serving this District.
4. Develop a tertiary transit system to connect with Citywide transit facilities and provide a better access to District commercial facilities.

B. Density and Activity Controls

Density, activity, and intensity controls under the Zoning Code are the primary legal devices to implement the Sherman Oaks-Studio City-Toluca Lake District Plan. They permit development in each area that can be adequately served by public facilities, direct new growth into the appropriate areas, and protect existing uses. Such controls do not correct existing conditions such as nonconforming uses, except in a few special cases, until the owner of the property has amortized his investment over a prescribed period of time. Therefore, alterations in activity and density allowances usually require a lengthy period of time before they become effective.

The Sherman Oaks-Studio City-Toluca Lake District has substantial areas which should be redesignated to another general range of density, activity or intensity if the objectives of the Plan are to be achieved.

Areas designated as Open Space in the Plan shall be zoned as Open Space (OS), when such a zone is adopted by the City.

C. Parks

The Sherman Oaks-Studio City-Toluca Lake District is deficient in local neighborhood and community parks. A program for providing these parks in accordance with the standards in the City's General Plan should be adopted. Symbols depicting parks on the Plan Map indicate the need for parks to service areas in which the symbol is located and are not intended to imply that the City will in the immediate future provide these facilities.

II. PRIVATE PARTICIPATION

Citizen groups are encouraged to undertake private action programs for community improvement such as:

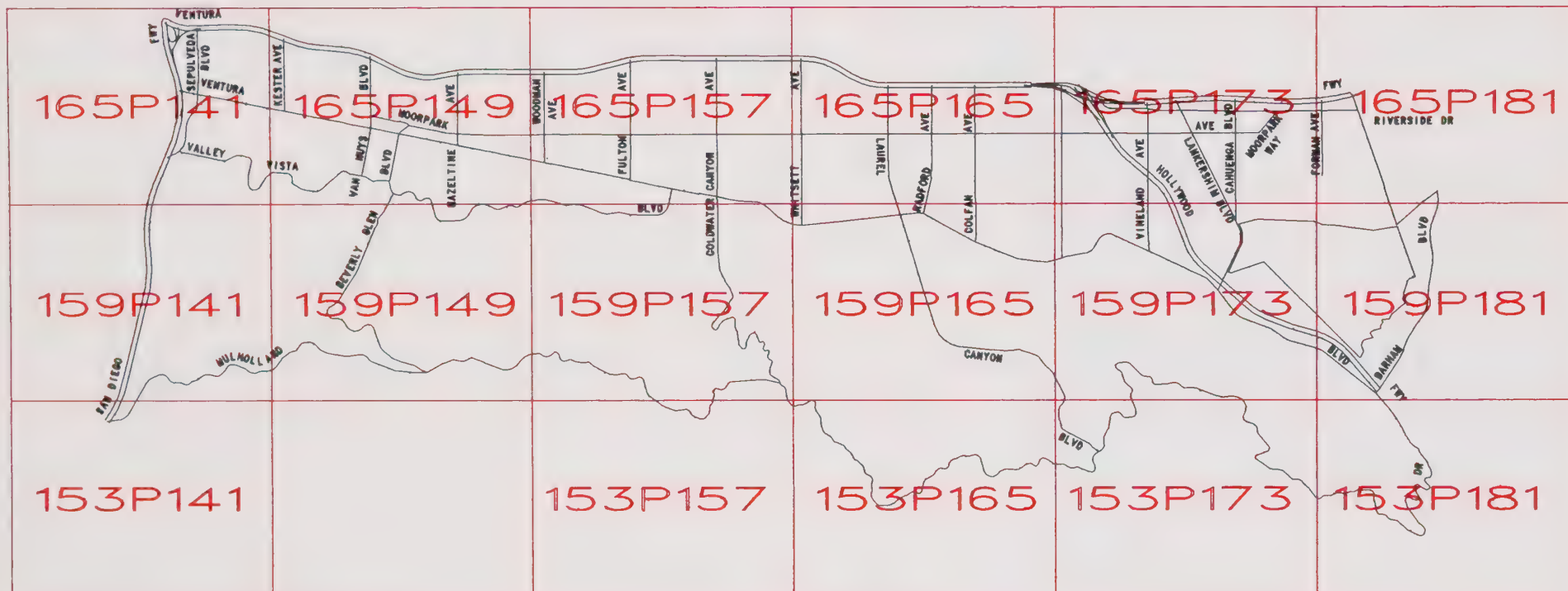
- A. Merchants can initiate programs to increase parking facilities to serve shopping areas.
- B. Merchants can promote street tree planting and other landscaping programs in commercial areas.
- C. Associated civic and neighborhood groups can promote landscaping programs for the unused public properties adjacent to flood control channels.

III. PLANNING LEGISLATION

Planning provisions of the Municipal Code and other legislation are continually being reviewed and amended. The following studies for amendments are suggested to aid in implementation of the Plan.

- A. **Townhouse Zoning** -- Encourage the use of the R2 zone to provide for attached single-family housing, individually owned, which would provide greater economy of land utilization and be suitable for designated Low-Medium Density residential areas.
- B. **Site and Building Design** -- Make provisions for improved site and building design standards through either legislation of design standards or the requirement of site plan review. Included should be provisions for recreation space in apartment developments and, where practical, service or frontage roads.
- C. **Highway-Oriented Commercial Zoning** -- Develop a new zone which would ensure off-street parking facilities and/or drive-through capabilities for certain commercial activities on Major and Secondary Highways.
- D. **Signs** -- Billboards and commercial sign controls should be reviewed to determine if they can be strengthened.

- E. **Buffer Strips** -- All incompatible uses should be separated from one another (particularly residential from industrial and freeways) by some form of buffer which may serve for ancillary recreational purposes or parking uses.
- F. **Open Space** -- Open Space zoning shall be developed by the City, severely limiting and controlling development in open space areas in order to preserve as much of the open characteristics of such areas as is possible.
- G. **Street Improvements** -- In order to avoid undesirable street width irregularities, legislation should be adopted giving the City the option to require cash payments or other suitable guarantees in lieu of the incremental street improvements required as conditions of project approval by the City.

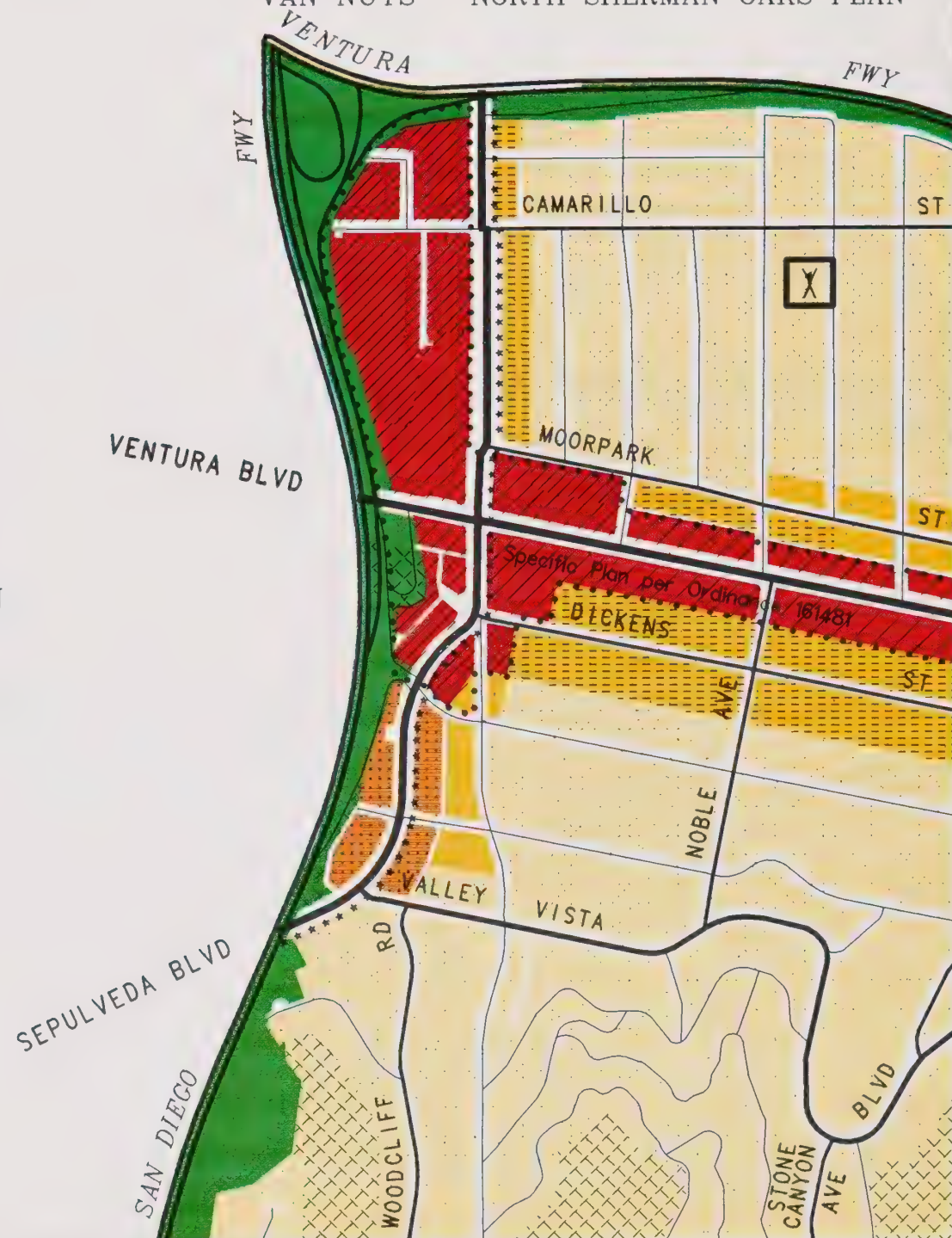


SHERMAN OAKS-STUDIO CITY-TOLUCA LAKE INDEX MAP



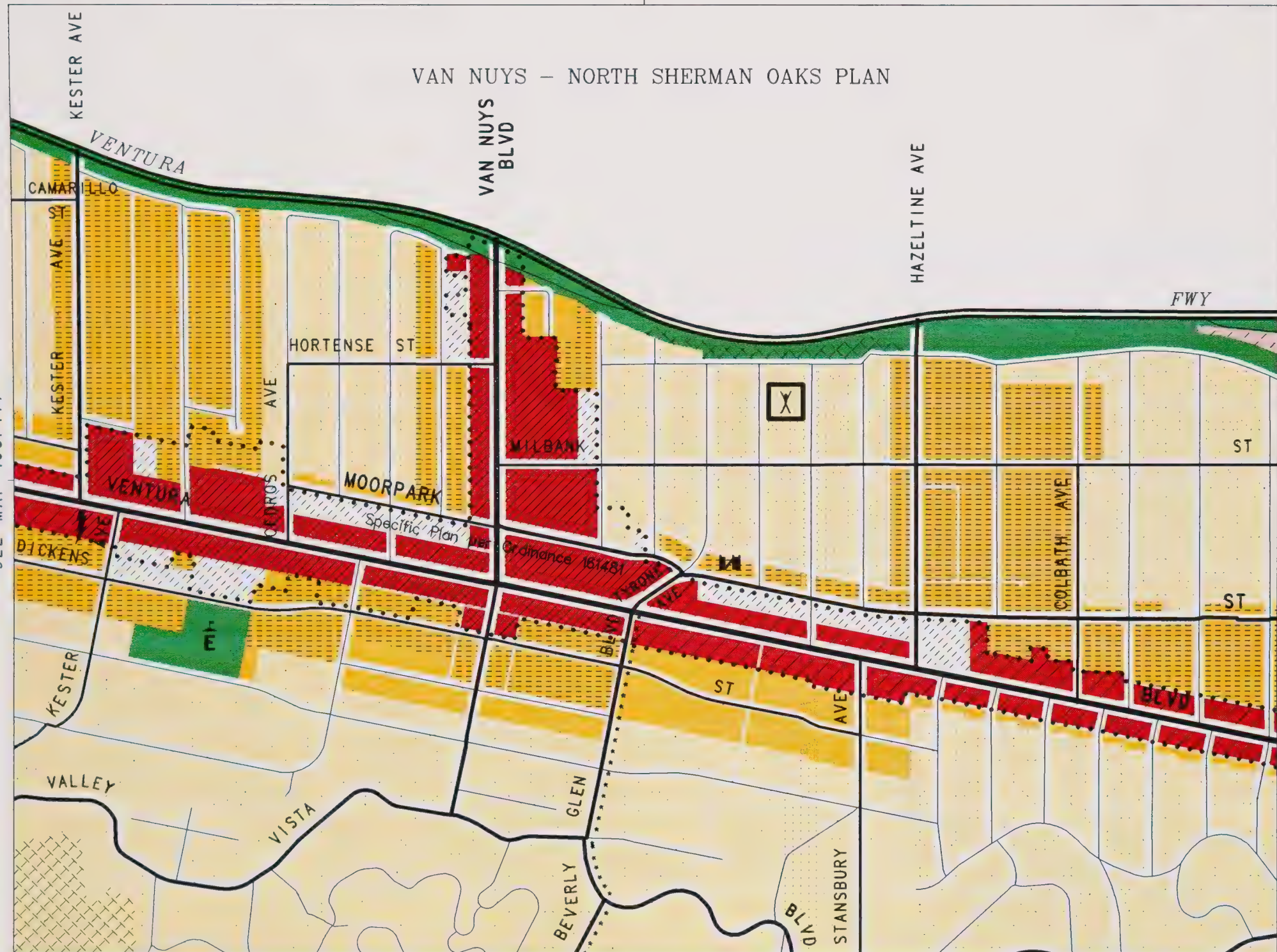
ENCINO - TARZANA PLAN

VAN NUYS - NORTH SHERMAN OAKS PLAN

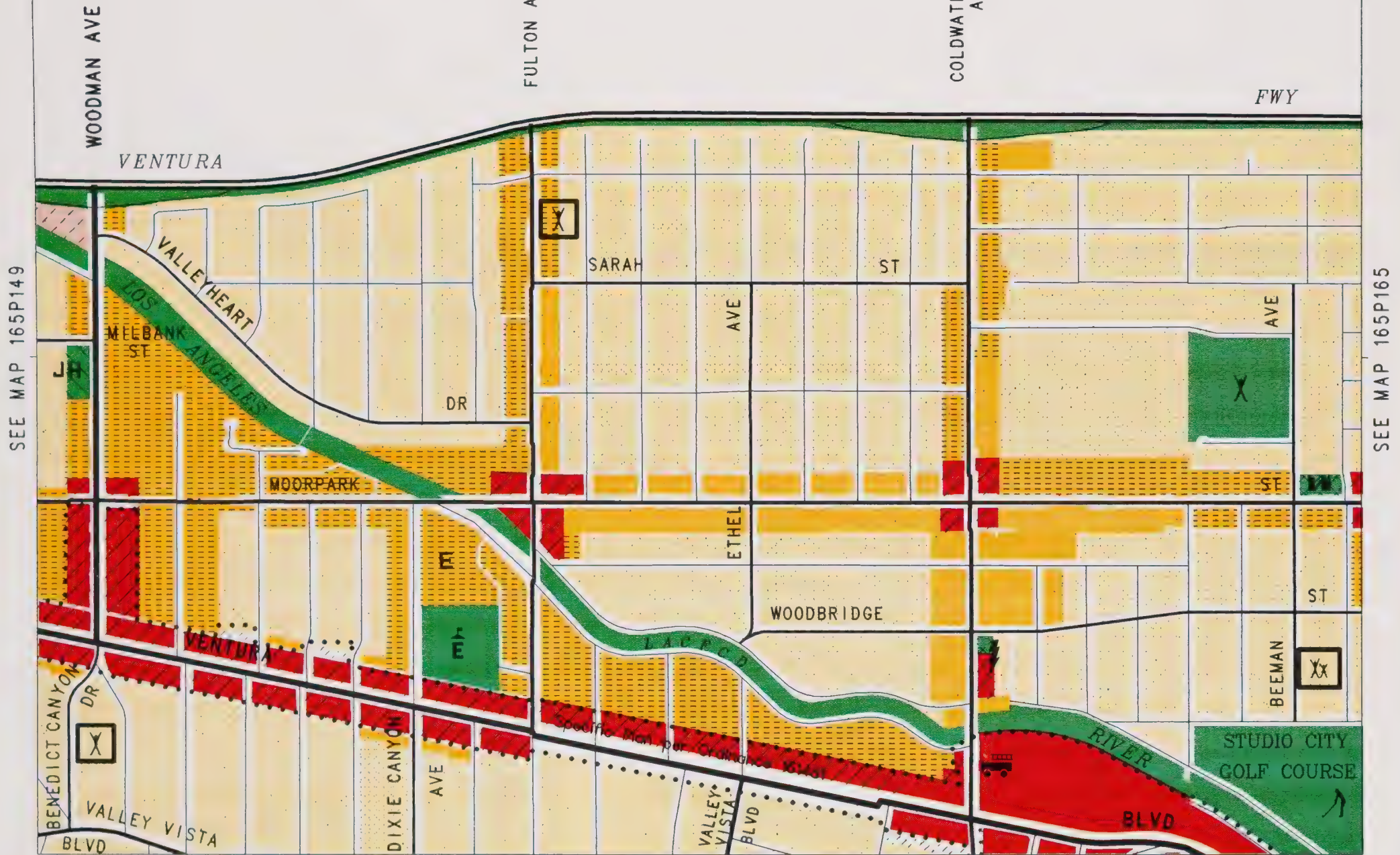


SEE MAP 165P149

VAN NUYS - NORTH SHERMAN OAKS PLAN



VAN NUYS - NORTH SHERMAN OAKS PLAN



SEE MAP 165P149

SEE MAP 165P165



NORTH HOLLYWOOD PLAN

TUJUNGA AVE
HOLLYWOOD FWY

RIVERSIDE DR

VINELAND AVE

LANKERSHIM BLVD

CAHUENGA BLVD

VENTURA

FWY

MOORPARK

MOORPARK WAY

ST

X E

WHEEPER

ST

VALLEY SPRING

LANE

AQUA

VISTA

ST

E

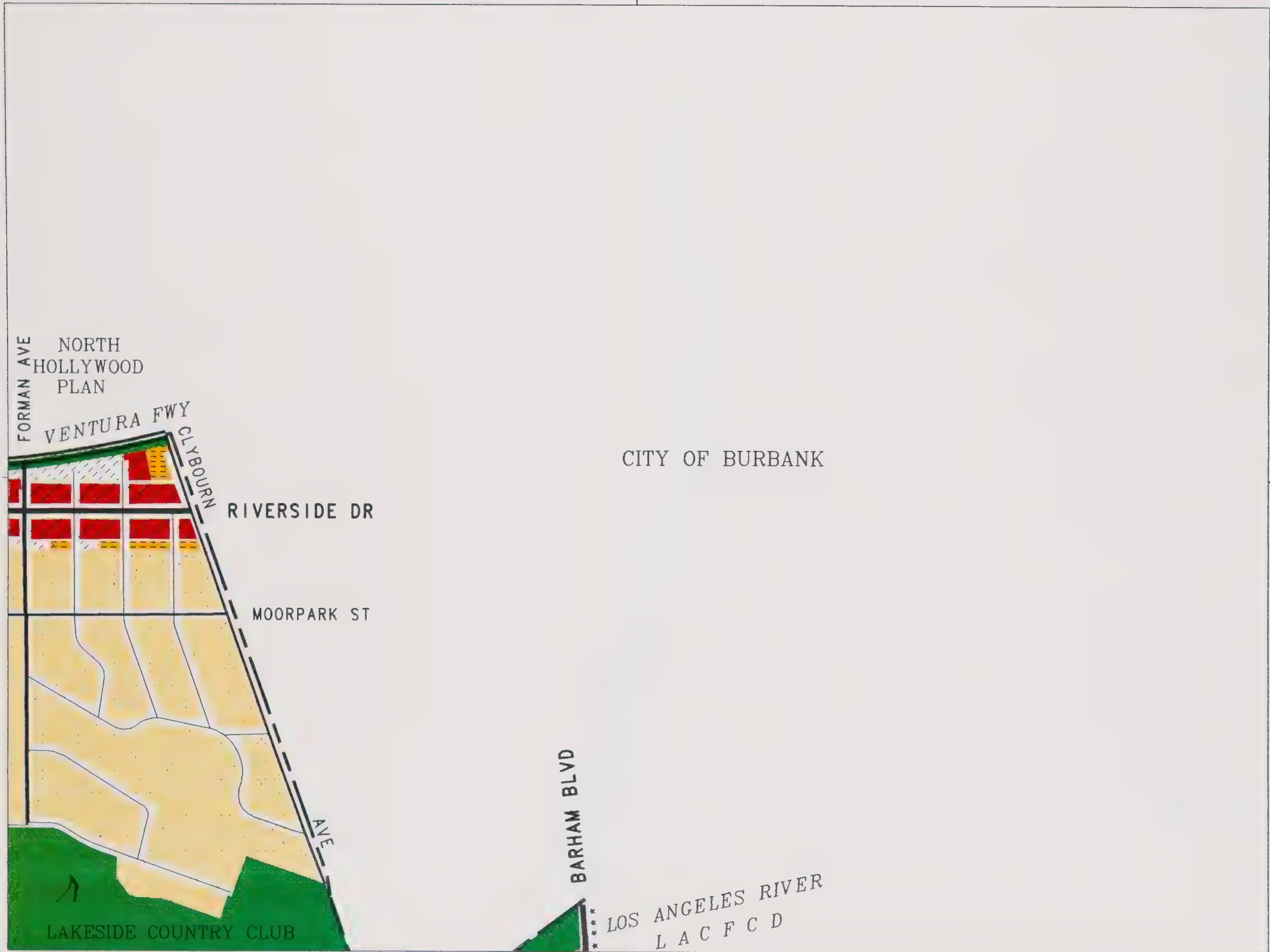
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LAKE SIDE COUNTRY CLUB

SEE MAP 165P181

SEE MAP 165P165

SEE MAP 165P173



ENCINO - TARZANA PLAN



BEL AIR - BEVERLY CREST PLAN

SEE MAP 159P149

SEE MAP 159P141

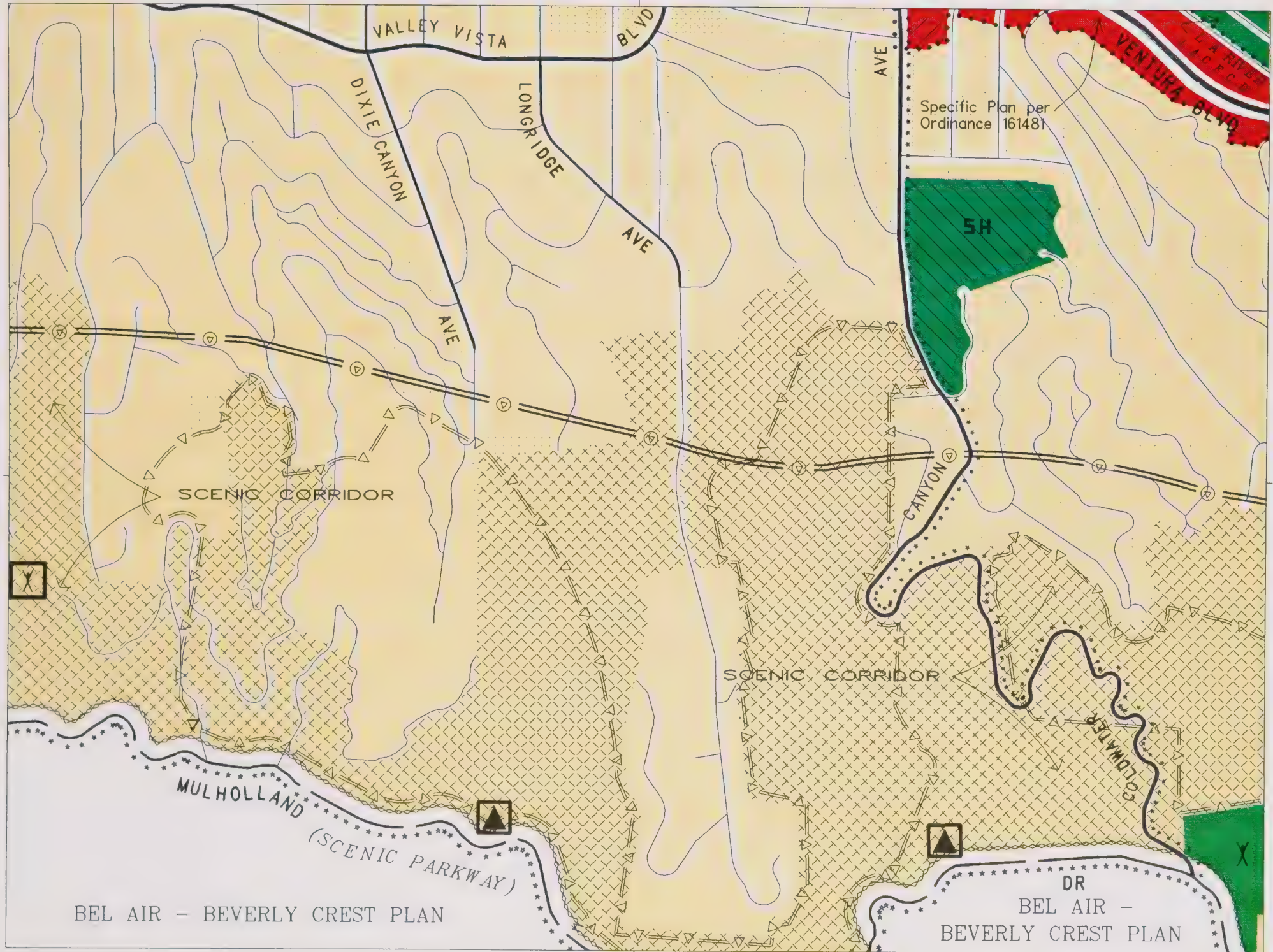
SEE MAP 159P157

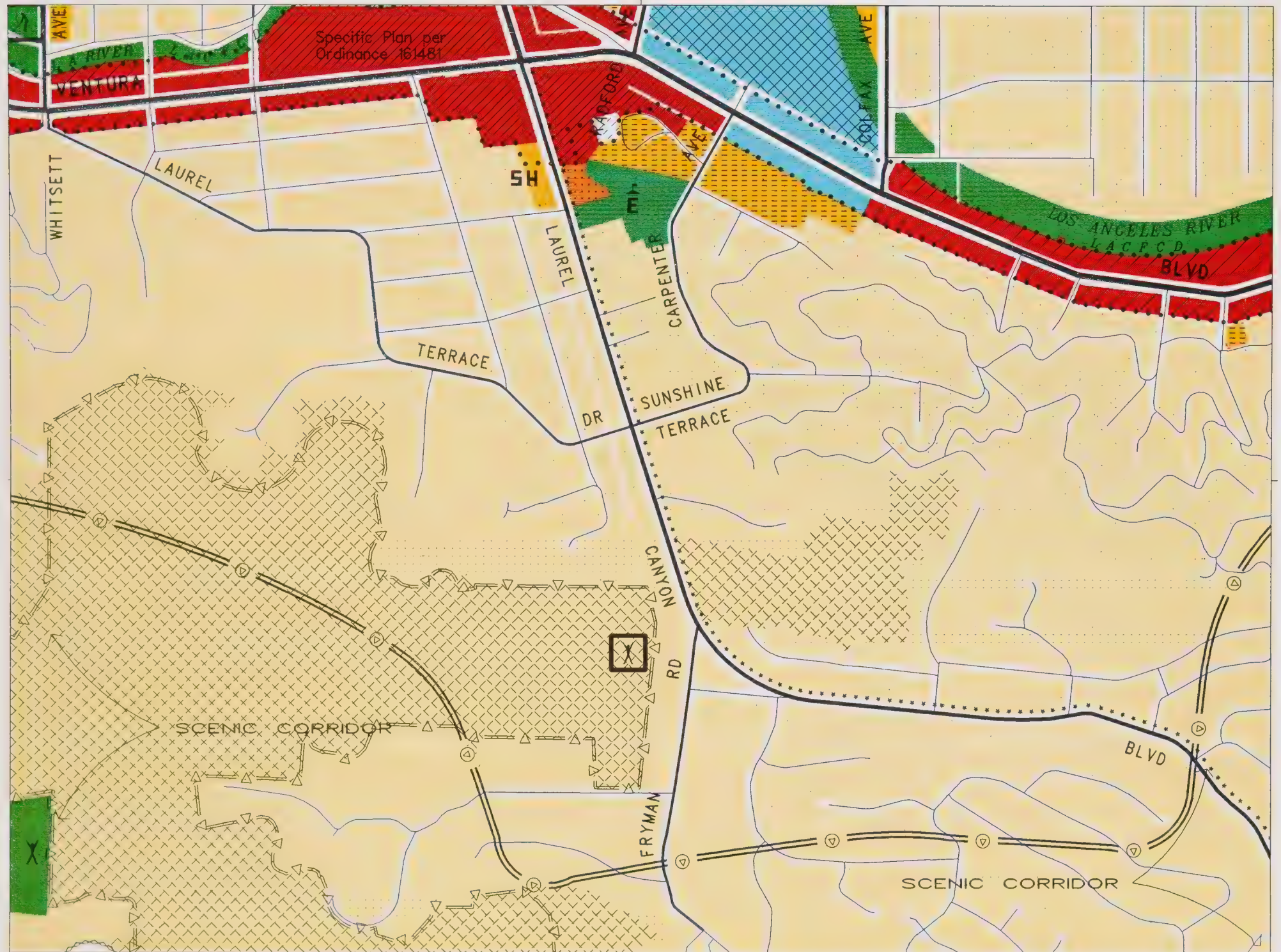


BEL AIR - BEVERLY CREST PLAN

SEE MAP 159P149

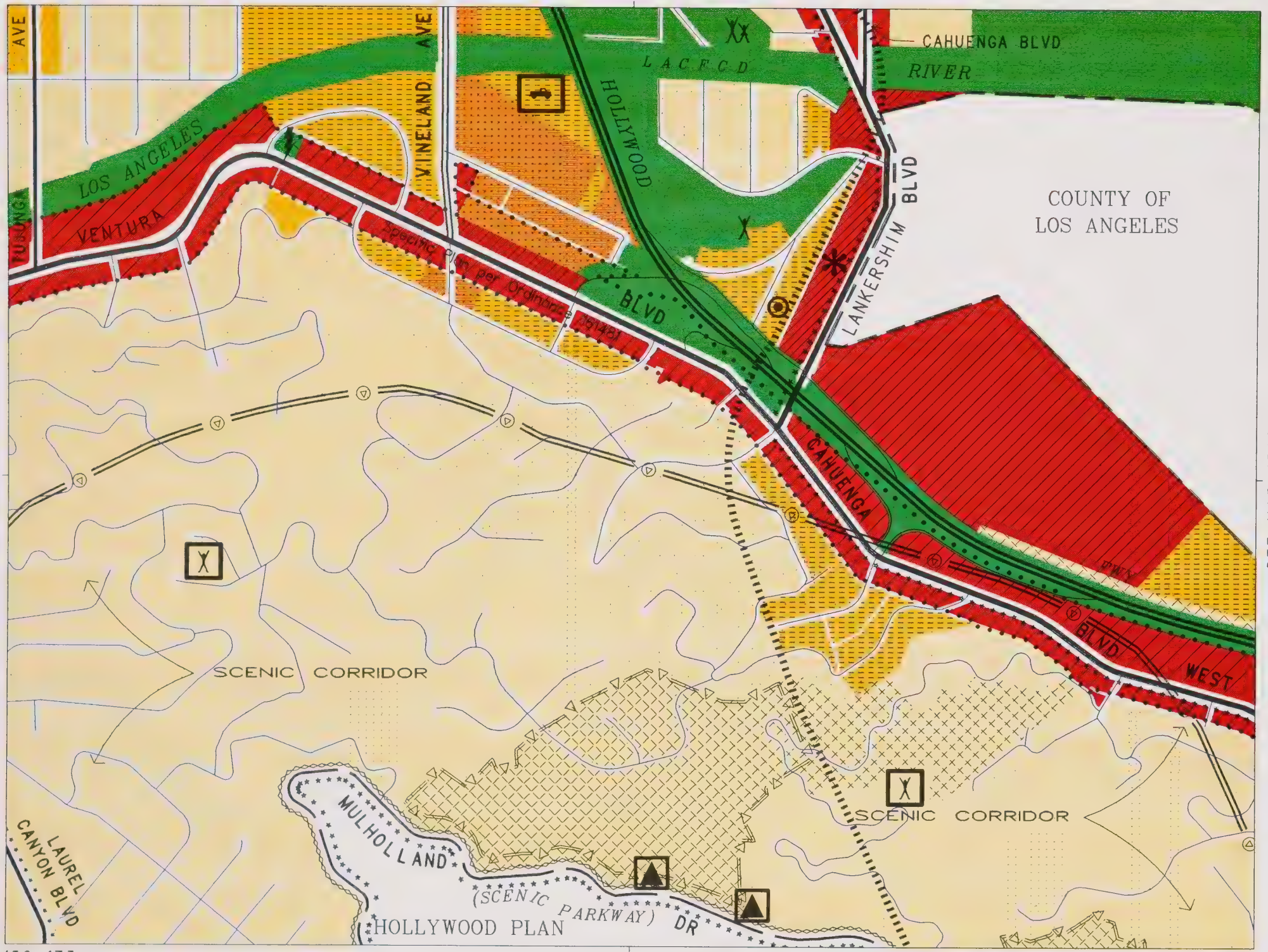
SEE MAP 159P165

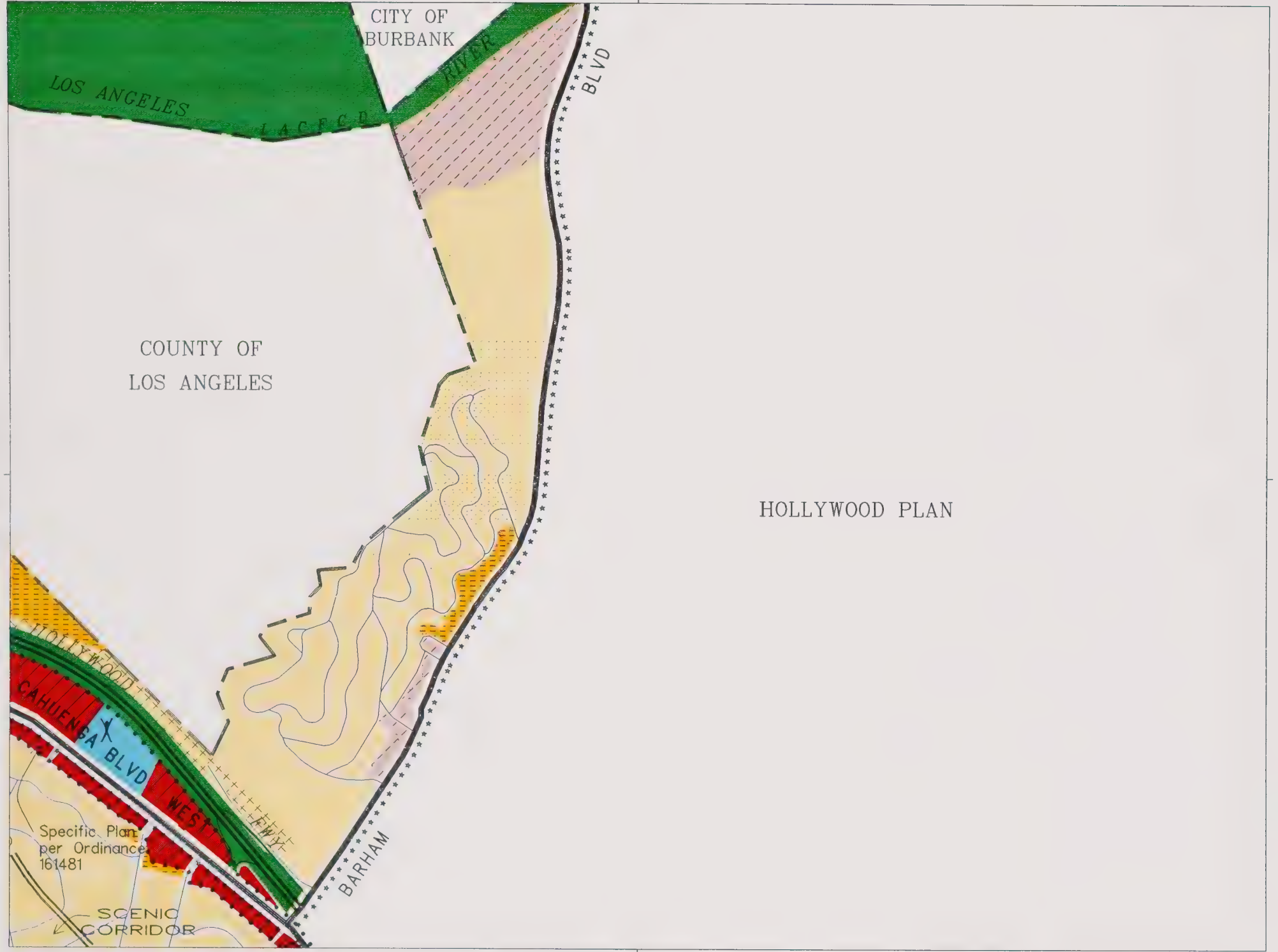




SEE MAP 159B165

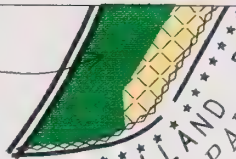
SEE MAP 159P181





SEE MAP 159P173

SCENIC CORRIDOR



SAN DIEGO FWY
MULHOLLAND DR
(SCENIC PARKWAY)

BEL AIR - BEVERLY CREST PLAN

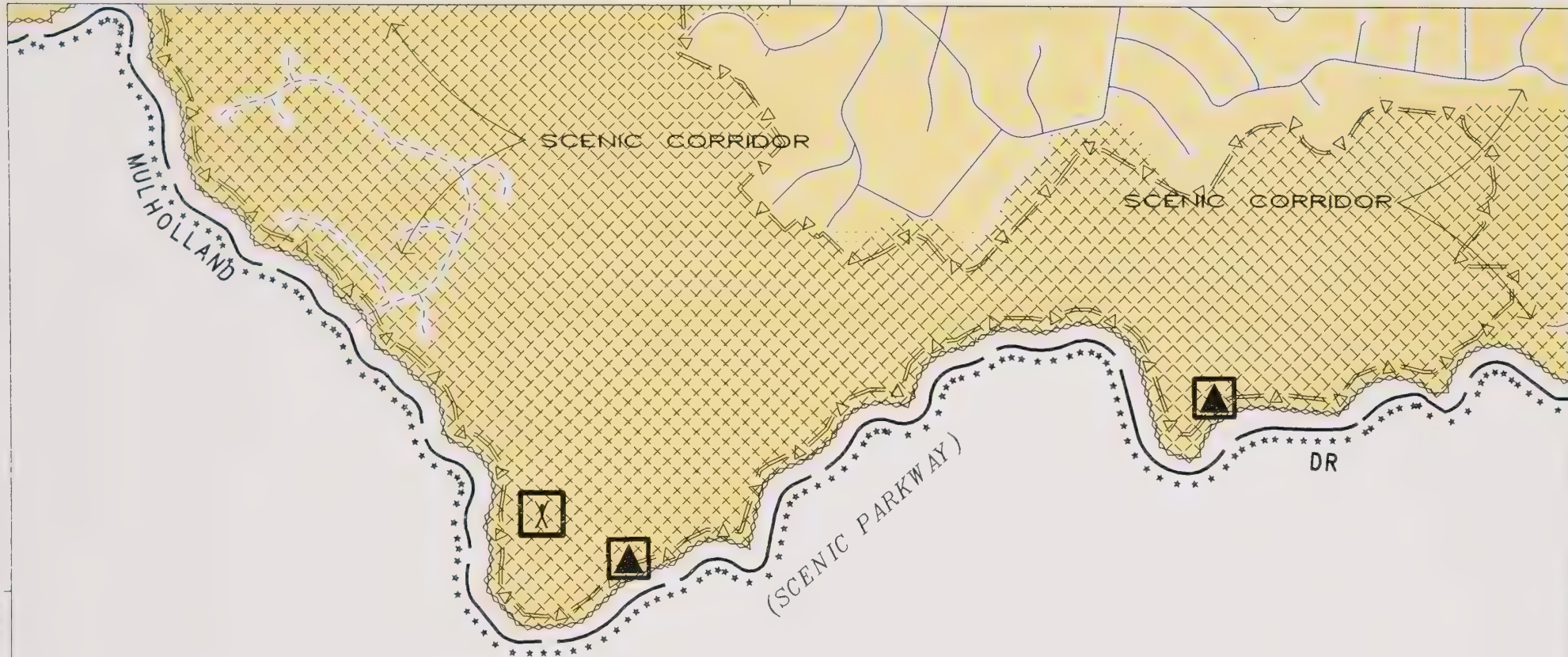
MULHOLLAND
(SCENIC PARKWAY)

SCENIC CORRIDOR

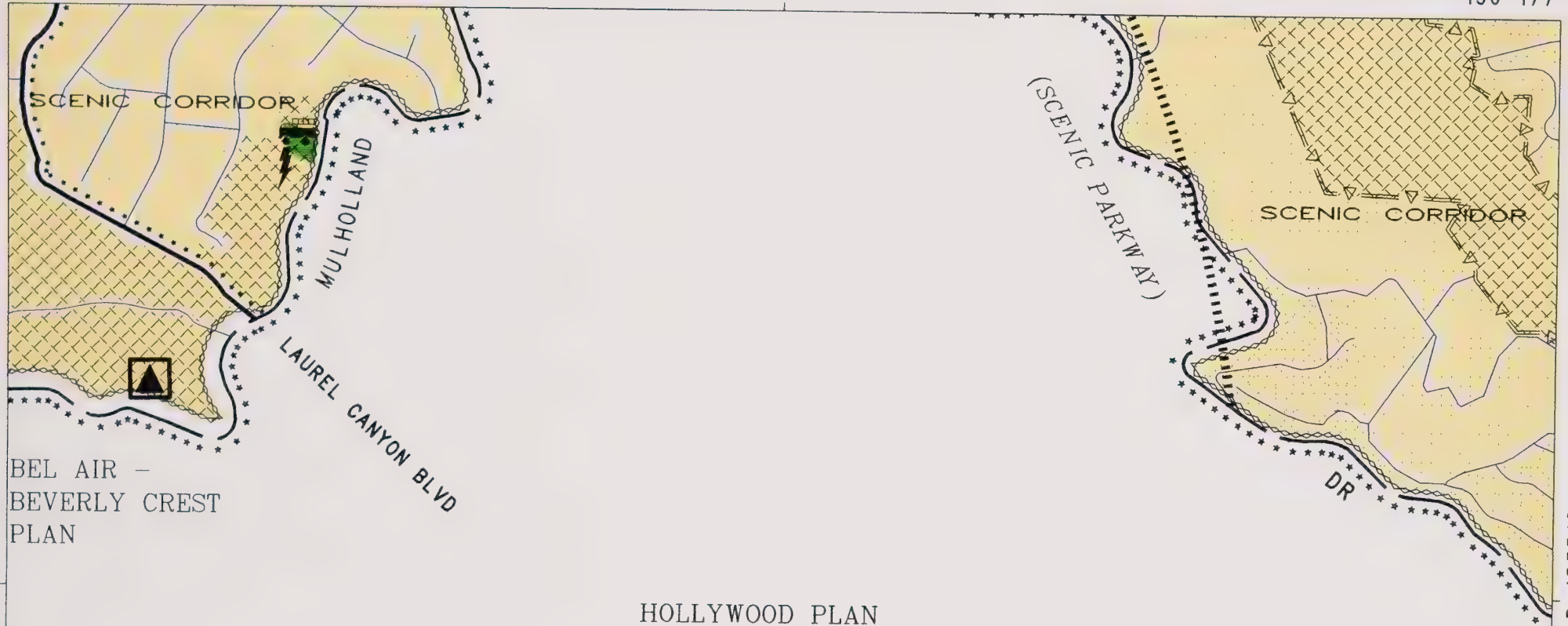
UP

BEL AIR - BEVERLY CREST PLAN

SEE MAP 153P165



BEL AIR - BEVERLY CREST PLAN



BEL AIR -
BEVERLY CREST
PLAN

HOLLYWOOD PLAN

DR



HOLLYWOOD PLAN

FOOTNOTES

1. Gross acreage includes abutting streets.
2. Open Space (OS) Zone is now being considered for enactment as part of the City's Zoning and Planning Code.
3. Includes associated parking.
4. Height District No. 1Vl.
5. Height District No. 1L.
6. Within the Ventura/Cahuenga Boulevard Specific Plan area the height districts and floor area ratios for commercial and multiple family residential development shall be governed by the regulations of the specific plan.
7. Height District No. 2.
8. Open Space designations on the Plan Map conform to the definition of "Open Space Land" set forth in Article 10.5 of the State of California Government Code and to the City's Open Space Plan.
9. Desirable Open Space is land which possesses open space characteristics which should be protected and where additional development controls such as proposed in this Plan and the Open Space Plan are needed to conserve such characteristics. These lands may be either publicly or privately owned. Conservation of such characteristics is needed to ensure the usefulness, safety and desirability of adjacent lands and to maintain the overall health, safety, welfare and attractiveness of the community.
10. Land located in hillside areas may be developed in accordance with the following criteria: (a) less than 15% natural slope-according to the density category shown on the Plan Map, (b) 15% natural slope or greater - a maximum of 1.0D.U./acre. Density transfers should be allowed in the areas designated as Minimum Density Category as long as the total number of dwelling units indicated in any development is not increased and adequate access is available from two or more directions.
11. When the use of property designated as "open space" (e.g. recreation environmental protection, public school site) is proposed to be discontinued, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to a conditional use. The decision makers shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning, or other restrictions of adjacent and surrounding properties, and consistent with the General Plan.
12. When the use of property designated as "Public/Quasi-Public Use" (e.g. school, university, hospital, major institutions) is proposed for a use other than the existing use or that which has been deemed to be approved per LAMC 12.24F, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to a conditional use. The decision-makers shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning, or other restrictions of adjacent and surrounding properties, and consistent with the General Plan.
13. Boxed symbol denotes the general location of a proposed public facility. It does not designate any specific private property for acquisition. Such facility may appropriately be located within an area defined by the locational and service radius standards contained in the individual facility plans comprising the Service Systems Element of the General Plan.
14. Local streets and freeway interchanges are shown for reference only.
15. Map designations for Collector Streets, Secondary Highways and Major Highways which do not occupy existing dedicated rights-of-way denote proposed general locations and are not intended to indicate acquisition of any specific private properties.
16. Hillside roads may be developed to hillside or lesser standards as dictated by terrain or environmental factors.
17. Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan when developed in the RMP Zone.
18. Each Plan category permits all indicated corresponding zones as well as those zoned referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, plan footnotes or other Plan map or text notations. Zones established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate. It is the intent of the Plan, that the entitlement granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.

LAND USE

RESIDENTIAL

LOW DENSITY

MINIMUM

A1,A2,RE40,OS²

VERY LOW

RE20,RA
RE15,RE11

LOW

RE9,RS,R1,RD6

COMMERCIAL³

LIMITED⁴

C1,P

HIGHWAY ORIENTED⁴

CR,C1.5,C2
C4,P

NEIGHBORHOOD⁴

C1,C1.5,P

COMMUNITY⁵

CR,C2,C4,P,PB

REGIONAL CENTER⁷

C2,C4,P,PB

MULTIPLE FAMILY

LOW MEDIUM

RZ,RD6,RD5,RD4,
RD3,RD2,RD1.5

MEDIUM

R3

HIGH MEDIUM

R4

INDUSTRIAL³

COMMERCIAL MANUFACTURING

CM,P

LIGHT

M2,MR2,P

OPEN SPACE, PUBLIC/
QUASI-PUBLIC^{2,8,9,11,12}

PUBLIC OPEN SPACE

OTHER PUBLIC OPEN SPACE

QUASI-PUBLIC OPEN SPACE

PARKING

PARKING

P,PB

CIRCULATION

Freeway¹⁴

Scenic Parkway

Divided Major Highway¹⁵

Major Scenic Highway

Major Highway¹⁵

Secondary Scenic Highway

Secondary Highway^{15,16}

Collector Street^{15,16}

Local Street^{14,16}

Rapid Transit Line & Stop

Equestrian, Hiking, & Bicycle Trails

SPECIAL BOUNDARY

Scenic Corridor

Specific Plan

Desirable Open Space⁹

ADMINISTRATIVE BOUNDARY

Community Boundary

City Boundary

SERVICE SYSTEMS

SCHOOL SITES

Elementary School

Junior High School

Private

RECREATIONAL SITES

Neighborhood Park

Community Park

Golf Course-Private

OTHER FACILITIES

Fire Station

Community Library

Scenic View Site

Historical Site

Maintenance Yard

Distributing Station

NOTES:

Proposed¹³



SUMMARY OF LAND USE

LAND USE

RESIDENTIAL	DWELLING UNITS PER GROSS ACRE ¹	CORRESPONDING ZONES				
Minimum	0.5 to 1	A1, A2, RE40,	Single Family Residential			
			Total Acres	6,543	TOTAL RESIDENTIAL	
Very Low	1+ to 3	RE20, RA, RE15,	% of Total Area	73.7	Total Acres	7,516
		RE11	Dwelling Unit Capacity	17,527	% of Total Area	84.7
Low	3+ to 7	RE9, RS, R1, RD6	Population Capacity	64,117	Dwelling Unit Capacity	49,767
					Population Capacity	136,315
Low Medium	7+ to 24	R2, RD5, RD4,	Multiple Family Residential			
		RD3, RD2, RD1.5	Total Acres	973		
Medium	24+ to 40	R3	% of Total Area	11		
			Dwelling Unit Capacity	32,240		
High Medium	40+ to 60	R4	Population Capacity	72,198		
COMMERCIAL ³						
Limited ⁴		C1, P	Limited		TOTAL COMMERCIAL	
			Total Acres	18	Total Acres	648
			% of Total Area	.2	% of Total Area	7.3
Highway Oriented ⁴		CR, C1.5,	Highway Oriented			
		C2, C4, P	Total Acres	67		
			% of Total Area	.8		
Neighborhood ^{4,6}		C1, C1.5, P	Neighborhood			
			Total Acres	313		
			% of Total Area	3.5		
Community ^{5,6}		CR, C2, C4,	Community			
		P, PB	Total Acres	169		
			% of Total Area	1.9		
Regional Center ⁷		C2, C4, P,	Regional Center			
		PB	Total Acres	66		
			% of Total Area	.7		
Parking		P, PB	Parking			
			Total Acres	16		
			% of Total Area	.2		
INDUSTRIAL ³						
Commercial Manufacturing		CM, P	Commerical Manufacturing		TOTAL INDUSTRIAL	
			Total Acres	30	Total Acres	44
			% of Total Area	.3	% of Total Area	.5
Light		M2, MR2, P	Light			
			Total Acres	14		
			% of Total Area	.2		
OPEN SPACE		OS ²			TOTAL OPEN SPACE	
					Total Acres	663
					% of Total Area	7.5
					TOTAL ACRES	8,872

VENTURA - CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN

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Ventura - Cahuenga Boulevard Corridor Specific Plan

1. Summary of Provisions
2. Subject Index
3. Annotated Table of Contents
4. Specific Plan Ordinance
5. Administrative Responsibilities

VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN
ORDINANCE 166,560
EFFECTIVE FEBRUARY 16, 1991

SUMMARY OF PROVISIONS

Rationale for Specific Plan:

"Whereas, The Ventura/Cahuenga Boulevard Corridor is experiencing serious traffic, transportation, and density problems, which in a number of locations are classified as unacceptable, and new development in the Corridor is developing beyond the capacity of the transportation infrastructure..."

Geographic Area:

The Specific Plan covers Ventura/Cahuenga Boulevard from Leonora Drive in Woodland Hills at the western end of the corridor to Woodrow Wilson Drive in Studio City at the east end. The plan also covers portions of Laurel Canyon, Coldwater Canyon, Woodman, Van Nuys, Sepulveda, Etiwanda, Reseda, and Topanga Canyon Boulevards intersecting the Ventura/Cahuenga corridor.

Affected Communities:

The Specific Plan is divided into 5 communities. From east to west they are:

- Studio City
- Sherman Oaks
- Encino
- Tarzana
- Woodland Hills

Plan Designations:

The Specific Plan divides development into 3 plan designation categories:

- Regional Commercial
- Community Commercial
- Neighborhood/Office Commercial

Pedestrian Oriented Areas:

The Specific Plan establishes a Pedestrian Oriented Area (POA) in each of the 5 plan communities.

- POA's are required in most areas designated as Regional Commercial and Community Commercial.
- POA's restrict ground floor uses to retail or Pedestrian Oriented uses only.
- In POA's the owner must covenant and agree to permanent place retail or pedestrian oriented uses at the ground level.
- The plan identifies 29 uses as Pedestrian Oriented; others must be approved by the Zoning Administrator.

- Ground floor Pedestrian Oriented Uses in Pedestrian Oriented Areas are exempt from trip fees.

Relation to the Los Angeles Municipal Code:

The Specific Plan sets forth regulations which complement the planning and zoning provisions of the Los Angeles Municipal Code (LAMC). If the Specific Plan's provisions differ than those of LAMC, then the Specific Plan shall prevail.

Definitions:

The Specific Plan defines the following:

- Applicant
- Buildable Area
- City Building Cost Index
- Convenience Market
- Director
- District Plan(s)
- Floor Area Ratio
- Gross Floor Area
- Ground Floor
- Height
- Level of Service
- Mixed-Use Development
- Net New Trips
- Net Leasable Square Feet
- Peak Hour
- Pedestrian Oriented Area
- Pedestrian Serving Uses
- Phasing Program
- Portable Sign
- P.M. Peak Hour
- Project
- Project Impact Assessment Fee
- Shopping Center
- Significant Transportation Impact
- Supermarket
- Transportation Demand Management
- Traffic Assessment
- Traffic Study
- Trip

Project Approval Process:

Except for minor exceptions, no building permit, sign permit, grading permit, or foundation permit shall be issued unless an Applicant complies with the Specific Plan. Applications must be approved by the:

- Department of Transportation. The owner must sign and record a Covenant and Agreement acknowledging the transportation requirements of the Specific Plan, as well as conditions imposed by Transportation.
- Department of City Planning. The owner must sign and record a Covenant and Agreement acknowledging the contents and limitations of the Specific Plan, as well as conditions imposed by City Planning.
- Department of Building and Safety.

Basic Development Rights:

Each lot in the Specific Plan area always contains basic development rights. In several scenarios of severe local congestion, they also become a maximum development right.

- Floor Area Ratio of 0.35 in Neighborhood/Office Commercial and 0.5 in Community Commercial and Regional Commercial, or
- Trip limitations of 1.25 Net New Trips/1000 square feet of commercial or residential lot area (if the resulting FAR is lower than the FAR basic development right).

Floor Area Ratio (FAR):

Projects cannot exceed the following Floor Area ratio ceilings (even if otherwise allowed by trip ceilings):

- Neighborhood/Office Comm. 1.00:1
- Community Commercial 1.25:1 + .25 mixed use bonus
- Regional Commercial
 - East of I-405 Fwy.: 1.50:1 with no FAR bonus
 - West of I-405 Fwy.: 1.25:1 + .25 mixed use bonus

Trip Limitations:

The number of (P.M. peak hour) trips which a project can generate are defined by:

- The number of trips generated by a Project shall be calculated using the Trip Generation Rates in Appendix I of the Procedures Manual.
- Appendix II of the Procedures Manual contains 32 identified use types which generate different trip counts.
- Within most use categories, trip generation varies by project size. Generally, larger projects have smaller trip generation rates.
- A Project's community, land use, and size -- in comparison to the commercially or residentially zoned portion of the lot -- determines allowed FAR.
- Transportation (Project) Impact Assessment Fees are charged on the net addition of new trips compared to the base level of trips generated at the site by the use present on November 8, 1985, the effective date of the Ventura/Cahuenga Boulevard Interim Control Ordinance.

Community trip ceilings:

- Studio City 5,196 net new trips
- Sherman Oaks 2,844 net new trips
- Encino 4,383 net new trips
- Tarzana 4,747 net new trips
- Woodland Hills 12,149 net new trips
- CORRIDOR TOTAL 29,310 net new trips

Trip Generation

The Specific Plan limits project trip generation of existing and new trips combined to the following trip generation figures:

- Studio City 2.75 trips/1000 s.f. of lot area
- Sherman Oaks 2.98 trips/1000 s.f. of lot area
- Encino 2.91 trips/1000 s.f. of lot area
- Tarzana 2.55 trips/1000 s.f. of lot area
- Woodland Hills 2.27 trips/1000 s.f. of lot area

Trip Fees

Project Impact Assessment (Trip) Fees per community

- Studio City \$3,885 per net new trip
- Sherman Oaks \$4,277 per net new trip
- Encino \$4,277 per net new trip
- Tarzana \$4,153 per net new trip
- Woodland Hills \$2,496 per net new trip

Basic Development Right

The Specific Plan reduces the community trip ceiling to the Basic Development Right in the following cases:

- If a total of 14,000 net new trips have been permitted and 12 or more corridor intersections are at unacceptable service level rating of E or F by the DOT. (There are 30 intersections on the critical list).
- If each Community's trip allocation has been reached through the Project Approval process.

Land Use Restrictions:

Building envelopes are defined through the following Specific Plan provision categories.

- Yards and Setbacks.
- Lot Coverage.
- Stepback Requirement.
- Landscaping requirements for yards and setbacks, parking lots, parking structures, changes of use to existing buildings, and gas stations.
- Height Limits of either 30, 45, or 75 feet depending, in general, on plan designations, side of street, and proximity to abutting major or secondary highways. Mixed use projects in the Sherman Oaks regional commercial area are allowed 12 additional feet of height as a conditional use for mixed use projects.
- Third story stepback requirements.

Parking Requirements:

Projects must comply with the following parking provisions:

- General Office 1/300 s.f.
- Restaurant 1/100 s.f.
- Non-office Commercial 1/250 s.f.
- Halls, theatres 1/21 s.f. or 1/2 seats
- Schools and day-care 1/300 s.f.
- Special rules for additions and remodeling.

Application Packages:

Applications to City Planning must include:

- Plot Plan
- Landscape and irrigation drawings
- Building Elevations
- Sign Plan
- Sample of exterior building materials

Director Approval:

The Department of City Planning can make the following decisions. They are appealable to the City Planning Commission.

- Approval
- Disapproval
- Request for additional materials
- Request for corrections

Transportation Impacts Mitigation:

The Department of Transportation determines the specific mitigation required of each applicant to mitigate traffic generated by the project to a level of insignificance. The DOT must determine in writing that the project is in compliance with the Specific Plan's transportation requirements.

- Trips allowed to be generated by the site.
- Required dedications for permit.
- Mitigation required prior as condition of clearance of prior to completion of C of O.
- Record Covenant and Agreement that applicant and tenants will implement the mitigation measures imposed by DOT.
- Applicant will comply with AQMD Rule XV.
- Pay the Transportation (Project) Impact Assessment trip Fees.

Sign Regulations:

The Specific Plan regulates both on-site and off-site signs for both new and existing projects. Non-conforming signs can be removed through purchase by the City.

Specific Plan Restudy:

The Specific Plan must be restudied when 10,000 net new trips are cumulatively permitted through either the Ventura/Cahuenga Boulevard Interim Control Ordinance and the Specific Plan. In this restudy, all provisions and assumptions about traffic and land use will be reviewed jointly by the Departments of Transportation and of City Planning.

Part 2

VENTURA/CAHUENGA BOULEVARD CORRIDOR
SPECIFIC PLAN
ORDINANCE 166,560
EFFECTIVE FEBRUARY 16, 1991

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VENTURA/CAHUENGA BOULEVARD CORRIDOR
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Purpose of Specific	Goals related to circulation, urban design, and landscaping.	2	Critical Intersections	30 critical intersections requiring dedications and additional turn lanes are presented by community.	6F
Relationship of Specific Plan to LAMC	The Specific Plan prevails over the LAMC.	4			
Definitions	Any project requiring a building, sign, grading, or foundation permit is subject to a Specific Plan review unless, in general, it has strictly internal work not generating additional automobile trips.	4	Exemptions from the Specific Plan	Specific Properties which have received such entitlements as zone changes on plan changes have been separately identified in relation to exemption from specific building limitations.	6G
Prohibitions	The Ground Floor of projects in Pedestrian Oriented Areas must be retail or closely related services.	5	Land Use Regulations Regional and Community Commercial	Front Yards: Maximum 10 foot front set back, with alternative front set back arrangements. Side Yards: No side yards allowed, except for drive-ways. Rear Yards: 25 feet if adjacent to street, 20 feet if adjacent to residential lot.	7A2
Building Limitations	The Basic Development Rights of projects is an FAR of 0.35 in Neighborhood/Office Commercial and 0.5 in Community Commercial and Regional Commercial.	6A			
FAR Limitations	Maximum FAR is 1.0 in Neighborhood/Office Commercial and 1.25 in Community Commercial and Regional Commercial.	6B	Land Use Regulations Neighborhood/Office Commercial	Front Yards: Maximum 60 foot front set back, with alternative front set back arrangements. Side Yards: Maximum 10 foot sideyard. Rear Yards: 25 feet if adjacent to street, 20 feet if adjacent to residential lot.	7A3
Community Trip Ceiling and Aggregate Net New Trips	Studio City: 2.75 trips/K s.f. and 5,196 new trips Sherman Oaks: 2.98 trips/K s.f. and 2,844 new trips Encino: 2.91 trips/K s.f. and 4,383 new trips Tarzana: 2.55 trips/K s.f. and 4,747 new trips Woodland Hills: 2.27 trips/K s.f. and 12,149 new trips	6C & 6D	Lot Coverage	60% in Neighborhood/Office Commercial. 75% in Community Commercial and Regional Commercial	7B
			Landscaping	18 inch recessed landscape area required of buildings fronting on street. 15% of parking lot area must be landscaped. 1 tree per 4 parking spaces. 10 foot required landscape buffer on periphery of parking lots. Parking structures must be screened. 60% of front yards must be landscaped.	7C
Project Limitations Based on Traffic Impact	Basic development rights are triggered if the Specific Plan fails to mitigate increases in traffic congestion	6E			

PROVISION	HIGHLIGHTS	SECTION		
Height Limits	In general Regional Commercial is 55-75 feet, community commercial is 45 feet, and Neighborhood/Office Commercial is 30 foot. Each section of the Specific Plan is also assigned a height limit. If the height limit conflicts with the zoning height district suffix, the Specific Plan prevails.	7D	Project Impact Assessment Fees	Based on number of net new trips per project Studio City - \$3,885/net new trips Sherman Oaks - \$4,277/net new trips Encino - \$4,277/net new trips Tarzana - \$4,153/net new trips Woodland Hills - \$2,496/net new trips 9C1-3
Parking	Non-office commercial uses 1/250 s.f. General offices - 1/300 s.f. Restaurants - 1/100 s.f. Hotels and Motels - 1/guest room Hospitals - 1.5 spaces/bed Auditoriums - 1/21 s.f. or 2 seats Child care and schools - 1/300 s.f.	7E	Projects Exempt from Project Impact	Subject to specific conditions: supermarkets, gas stations, day care centers, public and non-profit offices serving under privileged, publicly accessible meeting rooms. Mixed use projects are partially exempt from fees. 9C4-5
			Expenditure of Fees Collected	In all cases specific findings must be made. 30 critical intersections are listed in which 70 percent of collected fees must be spent on designated traffic improvements. 9D-E
Project Approval (Project Permit) Process	Applicants must clear City Planning, Transportation, and Building and Safety. Applications must be submitted to Neighborhood Planning in Van Nuys and will be decided by within 30 days. (In general, wall signs will be reviewed over the counter.) City Planning's processing fee is pegged to the cost of submission to Design Review Boards. It is now \$290.	8A	Transportation Demand Management	Applicants must include provision in their Covenant and Agreement requiring compliance the SCAQMD ride sharing provisions. 9F
			Prohibited Signs	Portable signs, signs on free standing wall, new billboards, some window signs, and some pole signs are prohibited. 9A
Design Guidelines	Interim Design Guidelines have been approved by the City Council. Permanent Design Guidelines must be prepared within 5 years.	8B	Number of Signs	One non-wall sign and one non-wall sign facing street. 10B
Mitigation of Transportation Impacts	Individual Project Mitigation is determined by the Department of Transportation as part of the Project Permit process.	9A	Sign Regulation for Regional and Community Commercial Plan Designations	Wall signs, monument signs, projecting signs, and temporary signs are regulated beyond Divisions 62 of the LAMC. 10C1
Project Trip Calculation Procedures	The DOT calculates trips based on tables in Procedures Manual. Shopping centers must submit a Covenant and Agreement stating the percentage of square footage devoted to restaurant uses.	9B	Sign Regulation for the Neighborhood/Office Commercial Plan Designation	In addition to regulations applying to the Community and Regional Commercial Plan Designations, pole signs are allowed and regulated if placed on interior lots. 10C2
			Exceptions to Sign Regulation	Non-conforming signs may purchased by City to remove them. 10D

PROVISION	HIGHLIGHTS	SECTION
Public Right-of-Way Improvements	The Specific plan regulated private as well as public area through design control and pedestrian amenities. These are contained in interim guidelines which must be revised into permanent guidelines.	11
Plan Review	A Plan Review Board is appointed by Council and Mayor. It meets annually to review to the implementation of the Specific Plan. In addition, the Specific Plan will be periodically reviewed.	12
Alley Vacations	Alleys are essential to local circulation plans. Approval for their vacation require findings.	13
Owners Acknowledg- ment of Limitations	All applicants must submit a Covenant and Agreement acknowledging the provisions of the Specific Plan.	14
Severability	If one portion of the Plan is legally challenged, other portions of the Plan will remain valid.	15

VENTURA/CAHUENGA BOULEVARD
CORRIDOR SPECIFIC PLAN
ORDINANCE NO. 166,560
EFFECTIVE FEBRUARY 16, 1991

An ordinance establishing a specific plan, known as the Ventura/Cahuenga Boulevard Corridor Specific Plan, for portions of the Sherman Oaks-Studio City-Toluca Lake District Plan, the Encino-Tarzana District Plan, Encino-Ventura Boulevard Specific Plan and the Canoga Park-Winnetka-Woodland Hills District Plan.

WHEREAS, the Ventura/Cahuenga Boulevard Corridor is experiencing serious traffic, transportation and density problems, which in a number of locations are classified as unacceptable, and new development in the Corridor is developing beyond the capacity of the transportation infrastructure; and

WHEREAS, in recent years there has been a sharp increase in the planning and construction of major commercial developments in Studio City, Sherman Oaks, Encino, Tarzana and Woodland Hills; and

WHEREAS, this future development, or redevelopment, of property within the corridor will result in traffic volumes that will further exceed the capacity of the corridor, particularly at the key intersections of Ventura/Cahuenga Boulevard and Lankershim Boulevard, Laurel Canyon Boulevard, Coldwater Canyon Boulevard, Van Nuys Boulevard, Sepulveda Boulevard, Libbit Avenue, Hayvenhurst Avenue, Balboa Boulevard, White Oak Avenue, Lindley Avenue, Reseda Boulevard, Tampa Avenue, Winnetka Avenue, DeSoto Avenue, Topanga Canyon Boulevard, Shoup Avenue, Fallbrook Avenue and Woodlake Avenue; and

WHEREAS, failure to expand the capacity of the existing transportation infrastructure to maintain equilibrium with new projects will cause unacceptable levels of congestion on streets and intersections, traffic accidents, air pollution, noise and restriction in access for emergency vehicles; and

WHEREAS, historical approaches to building and financing transportation capital improvements no longer appear sufficient to meet the needs of the corridor. As a result new approaches, including restrictions on future developments, must be devised;

WHEREAS, the adopted Regional Mobility Plan of the Southern California Association of Governments has mandated the adoption of Pedestrian Elements into the General Plans of all constituent municipalities as a transportation control measure to reduce vehicular traffic,

NOW THEREFORE,
THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS

Section 1. **ESTABLISHMENT OF THE VENTURA/
CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN.**

A. The Council hereby establishes the Ventura/Cahuenga Boulevard Corridor Specific Plan. The Corridor extends from Leonora Drive on the west to Woodrow Wilson Drive on the east as shown in Map 1. The Specific Plan is applicable to that area of the City of Los Angeles within the dashed, heavy black lines on Maps 2A through 2E.

B. As shown in Maps 2A through 2E, the Ventura/Cahuenga Boulevard Corridor Specific Plan is divided into five major communities: (1) the Studio City Community (east of Barham Boulevard to Fulton Avenue), (2) the Sherman Oaks Community (Fulton Avenue to the San Diego Freeway), (3) the Encino Community (San Diego Freeway to Lindley Avenue), (4) the Tarzana Community (Lindley Avenue to Corbin Avenue), and (5) the Woodland Hills Community (Corbin Avenue to Leonora Drive).

C. The Pedestrian Oriented Areas within each of the five major communities are indicated by grey shading on Maps 2A through 2E.

D. As shown in Maps 3A through 3E, the Ventura/Cahuenga Boulevard Corridor Specific Plan utilizes three plan designations: (1) Regional Commercial; (2) Community Commercial, and (3) Neighborhood/Office Commercial.

Section 2. **PURPOSES.** The purposes of this Specific Plan are as follows:

A. To assure that an equilibrium is maintained between the transportation infrastructure and land use development in the Corridor and within each separate community of the Ventura/Cahuenga Boulevard Corridor Specific Plan area.

B. To provide for an effective local circulation system of streets and alleys which minimally impacts the regional circulation system and reduces conflicts among motorists, pedestrians, and transit riders.

C. To provide building and site design guidelines to promote attractive and harmonious multi-family and commercial development.

D. To assure a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area.

E. To provide a compatible and harmonious relationship between residential and commercial development where commercial areas are contiguous to residential neighborhoods.

F. To preserve and enhance community aesthetics by establishing coordinated and comprehensive standards for signs, buffering, setbacks, lot coverage, and landscaping.

G. To enhance the plan area landscaping by providing guidelines and a process for a coordinated landscaping program of public and private property for the Specific Plan's communities.

H. To promote an attractive pedestrian environment which will encourage pedestrian activity and reduce traffic congestion.

I. To promote and enhance the distinct character of each of the five Specific Plan communities by establishing design guidelines and community development limitations.

J. To establish guidelines and a process for implementing regulatory controls, providing incentives, and funding mechanisms for the systematic execution of the policies and goals of the General Plan within the Specific Plan area.

K. To ensure sufficient financing to implement improvements called for in the Specific Plan.

L. To promote a high level of pedestrian activity in the Regional Commercial and Community Commercial areas by regulating the placement of buildings and structures to accommodate outdoor dining and other ground level retail activity, as well as provide for attractive landscaping.

M. To provide community development limitations based on the community infrastructure's transportation capacity.

N. To preserve alleys, wherever possible, in the corridor to facilitate traffic flow.

Section 3. **RELATIONSHIP TO OTHER PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE.**

A. The regulations of the Specific Plan are in addition to those set forth in the planning and zoning provisions of Los Angeles Municipal Code (LAMC) Chapter I, as amended, and any other relevant ordinances and do not convey any rights not otherwise granted under the provisions and procedures contained in that chapter and other relevant ordinances, except as specifically provided herein.

B. Wherever this Specific Plan contains provisions which require different setbacks, restricted yards, lower densities, lower heights, restricted uses, greater parking requirements or other greater restrictions or limitations on development than would be allowed pursuant to the provisions contained in LAMC Chapter I, the Specific plan shall prevail and supersede the applicable provisions of that Code.

C. The procedures for the granting of exceptions to the requirements of this Specific Plan are set forth in LAMC

Section 11.5.7 D. In approving an exception to this Specific Plan, pursuant to Section 11.5.7 D, the City Planning Commission, and the City Council on appeal, may simultaneously approve any conditional use under their jurisdiction. Only one fee shall be required for joint applications.

Section 4. **DEFINITIONS.** The following words or phrases, whenever used in this Specific Plan, shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in LAMC Sections 12.03, 91.0402 through 91.0423 and 91.6203.

APPLICANT: Any person, as defined in LAMC Section 11.01, submitting an application for a building permit, foundation permit, grading permit or sign permit for a Project.

BUILDABLE AREA: Notwithstanding LAMC Section 12.03, all of the area of a lot located within the proper zone for the proposed main building, including those portions of the lot which must be reserved for yard spaces, building line setback space, or which may only be used for accessory buildings or uses.

CITY BUILDING COST INDEX: An index for tracking the rate of inflation in building costs. For the purposes of this Specific Plan, that component of the index for the Los Angeles Metropolitan Area, published by Marshall and Swift relative to "metal frame and walls" will be used to define the City Building Cost Index. If for any reason, this Index ceases to be published, then a similar building cost index will be utilized.

CONVENIENCE MARKET: A retail market which has a floor area of less than 5,000 square feet and which sells an assortment of packaged food and small, non-food carry-out items.

DIRECTOR: The Director of Planning or his or her designee.

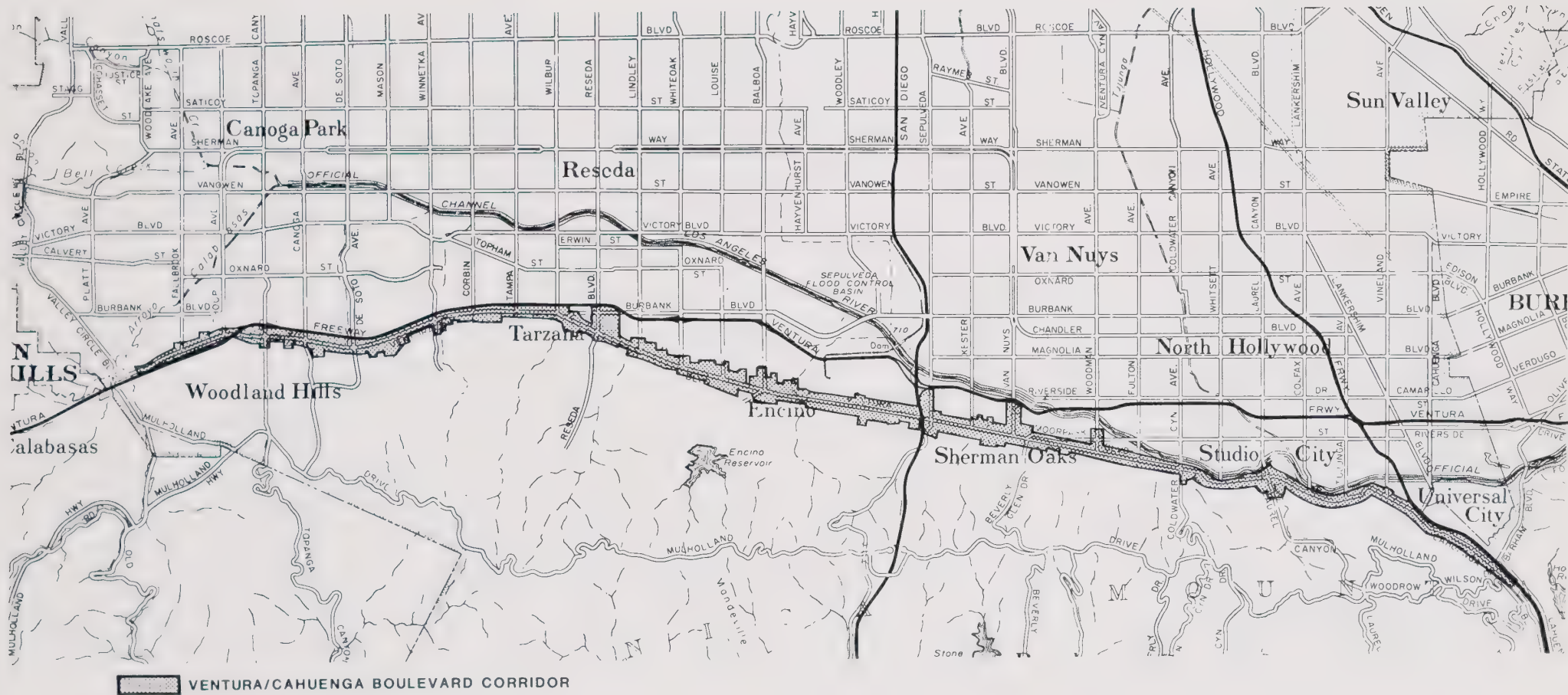
DISTRICT PLAN(S): The adopted Plans for the Sherman Oaks-Studio City-Toluca Lake District Plan area, Encino-Tarzana District Plan area, and Canoga Park-Winnetka-Woodland Hills District Plan area. They are all parts of the General Plan of the City of Los Angeles.

FLOOR AREA RATIO: A multiplier applied to the Buildable Area of a commercially or residentially zoned lot in order to determine the maximum allowable square footage of a building.

GROSS FLOOR AREA: The total square footage confined by the outside surface of the exterior walls of a building, except that square footage devoted to vehicle parking and necessary interior driveways and ramps and courts, except where courts are used for any commercial purpose. This definition shall only be used for purposes of trip calculations.

MAP 1

VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN



GROUND FLOOR: The lowest story within a building which is accessible to the street, the floor level of which is within three feet above or below curb level, which has frontage on or is primarily facing any public street, and which is at least 50 feet in depth or the total depth of the building, whichever is less.

HEIGHT: The vertical distance between the highest point of the roof, structure or parapet wall, whichever is highest and the lowest point of the curb directly in front of the front lot line or when there is no curb, Height shall be measured from a point eight inches above the lowest point of the street directly in front of the front lot line.

LEVEL OF SERVICE (LOS): The operational characteristics of an intersection determined through a ratio of its traffic volume and its traffic capacity (V/C).

MIXED-USE DEVELOPMENT: A project which combines office or other commercial uses with a residential use with at least 25 percent of the total Project floor area as residential and at least 33 percent of the total Project floor area as commercial.

NET NEW TRIPS: Trips generated by any Project constructed pursuant to a building permit issued after November 9, 1985, or generated by a change of use for which a change of use permit was issued after November 9, 1985. If a building or portion of a building existing on November 9, 1985, on the site of a proposed Project has been demolished, then the trips associated with the demolished building or portion of a building may be subtracted from the trips generated by the proposed Project to determine net new trips. If the use of a building or portion of a building existing on November 9, 1985, on the site of a proposed Project has been changed, then the trips associated with the use before the change may be subtracted from the trips generated by the proposed Project to determine net new trip. The highest number of trips generated by any use on a lot since November 9, 1985, may be subtracted from the trips generated by a proposed Project.

NET LEASABLE SQUARE FEET: The total square footage contained within the outer walls of a building, excluding those portions used for automobile parking, basement storage, rooms housing mechanical equipment incidental to the operation of the building, light courts, stairways, elevator shafts, public restrooms and corridors.

PEAK HOUR: The one hour period of a weekday with the greatest average on-street traffic volume.

PEDESTRIAN ORIENTED AREA: One of the five areas within the Specific Plan area, as shown in black shading on the maps in Section 1 of this Specific Plan, in which greater pedestrian activity is encouraged.

PEDESTRIAN SERVING USES: Art gallery, art supplies, bakery, barber shop or beauty parlor, books or cards store, clock or watch sales and/or repair, copying, custom dress making, drug store, fabrics or dry good store,

financial services, florist, food/grocery store (including specialty stores selling produce, cheese, meat, and delicatessen items), hardware store, household goods and small appliances store, infant and children's clothing store locksmith, newsstand, optician, photographer, photographic equipment and repair, shoe repair, stationery, tailor, toy store, and stores selling other small items, or providing similar services, as determined by the Zoning Administrator.

PHASING PROGRAM: A schedule which is applicable to Projects for the purpose of dividing into stages the construction of Projects and the construction of related transportation infrastructure.

PORTABLE SIGN: A sign not permanently affixed either to land or to a structure on land.

P.M. PEAK HOUR: The one hour period of a weekday with the greatest average on-street traffic volume occurring during the hours of 3:00 p.m. to 7:00 p.m.

PROJECT: Any construction, erection, addition to or structural alteration of any building or structure, a use of land or change of use on a lot located in whole or in part within the Specific Plan area which requires the issuance of any building permit, foundation permit, grading permit or sign permit. A Project shall not include interior construction which does not increase the number of trips, as determined by the Department of Transportation, or increase the floor area, or have increased parking requirements pursuant to Section 7 E of this Specific Plan or include a use which is prohibited by Section 5 A 2 of this Specific Plan.

PROJECT IMPACT ASSESSMENT FEE: The monies required to be paid into the Ventura/Cahuenga Boulevard Corridor Specific Plan Revenue Fund by an Applicant for a Project, pursuant to the terms of this ordinance.

SHOPPING CENTER: A building or group of buildings on a lot or lots which has 10,000 or more square feet of commercial retail uses with more than one commercial retail use.

SIGNIFICANT TRANSPORTATION IMPACT: The transportation impact, measured either as an increase in volume/capacity (V/C) ratio at an intersection, or an increase in the number of average daily vehicles on a local residential street, as determined by the Department of Transportation.

A. A transportation impact on an intersection shall be deemed "significant" in accordance with the following table:

Significant Transportation Impact
Project-Related Increase in V/C

Equal to or greater than 0.040.00 - 0.79
Equal to or greater than 0.020.80 - 0.89
Equal to or greater than 0.010.90 or greater

Final V/C shall mean the V/C ratio at an intersection considering total projected traffic volumes, without proposed traffic impact mitigation.

- B. A transportation impact on a local residential street shall be deemed significant if the average daily traffic (ADT) volumes are projected to exceed 1,000 vehicles per day and the change in traffic volumes due to Project-related traffic represents an increase of 12.5 percent or more of the average daily traffic volumes.

SUPERMARKET: A retail store which has a floor area equal to or greater than 5,000 square feet and which sells an assortment of foods, as well as items for food preparation, household cleaning, and personal care.

TRANSPORTATION DEMAND MANAGEMENT (TDM): Transportation programs which address street capacity shortages by reducing the number or percentage of single occupancy vehicles driving at peak periods.

TRAFFIC ASSESSMENT: The Department of Transportation's written determination of the likely traffic impacts resulting from the Project.

TRAFFIC STUDY: A written study for a Project which may include a Traffic Assessment and a calculation of volume/capacity ratios reflecting conditions before and after completion of a Project for intersections deemed critical by the Department of Transportation and likely to be significantly impacted.

TRIP: An arrival at or a departure from a Project during the P.M. Peak Hour by a motor vehicle. The number of Trips generated by a Project shall be calculated using the Trip generation formulas in Appendix II.

Section 5. PROHIBITIONS AND EXEMPTIONS.

A. Prohibitions.

1. **Specific Plan Compliance Required For Building Permit.** Notwithstanding any provision of the LAMC to the contrary, no building permit, grading permit or foundation permit shall be issued for a Project, unless the applicant complies with this Specific Plan. In general, a Project shall be subject to a Department of Transportation mitigation approval described in Section 9 and a Department of City Planning Project Approval described in Section 8.
2. **Use Limitations In Pedestrian Oriented Areas.**
 - a. In addition to the prohibition in Paragraph 1 above, in the Pedestrian Oriented Areas identified on Maps 2A-E in Section 1 of this Specific Plan, no building permit, foundation permit, sign permit or grading permit shall be issued for any Project unless the Project includes a Ground Floor which is restricted in its entirety to retail uses or any Pedestrian Serving Use. The Applicant shall guarantee

the continued restriction to retail or Pedestrian Serving Uses by executed and recorded covenant and agreement. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning and then recorded with the County Recorder and a certified copy delivered to the Departments of City Planning, Building and Safety and Transportation prior to the issuance of any building permit.

- b. Paragraph 2 shall not apply to a Project which consists of construction, erection, addition to or structural alteration of a hospital located in the Pedestrian Oriented Area identified on Map 2 C of Section 1 C, so long as the Project does not exceed 160,000 square feet of Gross Floor Area and any new uses in the Project within 100 feet of Ventura Boulevard are retail or Pedestrian Serving Uses.

B. Total Exemptions From Specific Plan Provisions.

Any Project for which a building permit is required in order to comply with an order issued by the Department of Building and Safety to repair an unsafe or substandard condition shall be exempt from the provisions of this Specific Plan. This exemption shall not apply to a change of use or an addition of floor area.

C. Exemption for Project at Ventura and Hayvenhurst.

Except for the provisions in Section 10 (sign regulations) and those provisions of Section 9 pertaining to the payment of Project Impact Assessment Fees, the remaining provisions of this Ordinance shall not apply to the Project located at the northeast corner of Ventura Boulevard and Hayvenhurst Avenue (16325-16461 Ventura Boulevard) as showed on plans accepted by the Department of Building and Safety prior to the effective date of this Ordinance (Plan Check No. AA 7546) which Project is the subject of Environmental Impact Report EIR No. 89-844-BS), provided that the Project complies with the following:

1. The Project shall be limited to not more than 335,000 square feet of net rentable floor area;
2. The Project shall not include any theatre, cinema, or rental use other than office serving retail and food service uses and not more than one full-service restaurant operating after regular business hours; and
3. Any office serving retail and food service uses, and any full service restaurant use shall be located on the ground floor of the Project within 100 feet of Ventura Boulevard.

Section 6. BUILDING LIMITATIONS.

A. **Basic Development Rights.** All Projects which involve new construction or addition of more than a hundred square feet of floor area to existing buildings shall be limited by the floor area ratios in Subsection B and the Trip limitations in Subsection C. However, notwithstanding the limitations in Subsections C, D and E below, each lot shall have development rights of at least a 0.35:1 Floor Area Ratio in the Neighborhood/Office plan designation areas and a 0.5:1 Floor Area Ratio in the Regional Commercial and Community Commercial plan designation areas, provided, however, that the Project does not generate more than 1.25 Net New Trips per 1000 square feet of lot area.

B. Floor Area Ratio Limitations.

1. The following Floor Area Ratios shall apply to Projects within the Community Commercial Plan designation, and within the Regional Commercial Plan designation west of the San Diego freeway:
 - a. No Project may exceed a maximum Floor Area Ratio of 1.25:1.
 - b. However, an additional Floor Area Ratio of 0.25:1 may be granted by the Department of City Planning during the Project Approval process for a Mixed-Use Project, pursuant to Section 8.
2. The following Floor Area Ratio shall apply to Projects within the Neighborhood/Office plan designation:
No Project may exceed a maximum Floor Area Ratio of 1.0:1.
3. The following Floor Area Ratio shall apply to Projects within the Regional Commercial Plan designation east of the San Diego Freeway:
No Project may exceed a Maximum Floor Area Ratio of 1.5:1.
4. For the purposes of this Subsection, Floor Area Ratio limitations shall only apply to the creation of additional floor area.

C. **Project Limitations Based on Trip Rates.** In addition to the limitations described in Subsection B, no building permit shall be issued for a Project which generates total Trips during the P.M. Peak Hour as calculated by the Department of Transportation, pursuant to the procedures set forth in Section 9 B of this Specific Plan, beyond the following limits:

1. **Studio City Community.**
2.75 total Trips per 1000 square feet of commercially zoned lot area.
2. **Sherman Oaks Community.**
2.98 total Trips per 1000 square feet of commercially zoned lot area.
3. **Encino Community.**
2.91 total Trips per 1000 square feet of commercially zoned lot area.
4. **Tarzana Community.**

2.55 total Trips per 1000 square feet of commercially zoned lot area.

5. Woodland/Hills Community.

2.27 total Trips per 1000 square feet of commercially zoned lot area.

D. Project Limitations Based on Community Trips.

No Project shall be permitted which would result in creating more Net New Trips in any community than the following limits:

1. Studio City - 5,196 Net New Trips;
2. Sherman Oaks - 2,844 Net New Trips;
3. Encino - 4,383 Net New Trips;
4. Tarzana - 4,747 Net New Trips; and
5. Woodland Hills - 12,149 Net New Trips.

Notwithstanding the above, each lot shall have the Basic Development Rights as provided in Subsection A above, of at least a 0.35:1 Floor Area Ratio in the Neighborhood/Office plan designation areas and a 0.5:1 Floor Area Ratio in the Regional Commercial and Community Commercial plan designation areas, provided, however, that the Project does not generate more than 1.25 Net New Trips per 1000 square feet of lot area.

E. **Project Limitations Based on Traffic Impact.** If, (i) 14,000 Net New Trips have been permitted in the entire Specific Plan area and (ii) 12 of the intersections listed in Subsection F below are operating at the unacceptable Level of Service of E or F, as determined by the Department of Transportation; or (iii) Trips within a particular community have reached the limits set forth in Paragraph D, then each Project shall be limited to the Basic Development Rights as set forth in Subsection A.

F. **Critical Intersections:** The following corridor intersections are critical intersections:

1. **Studio City.**
Barham Boulevard & Cahuenga Boulevard
101 Ramps, Regal Place & Cahuenga Boulevard
Lankershim Boulevard & Ventura Boulevard
Vineland Avenue & Ventura Boulevard
Tujunga Avenue & Ventura Boulevard
Colfax Avenue & Ventura Boulevard
Laurel Canyon Boulevard & Ventura Boulevard
Coldwater Canyon Avenue & Ventura Boulevard
2. **Sherman Oaks.**
Woodman Avenue & Ventura Boulevard
Beverly Glen Boulevard & Ventura Boulevard
Van Nuys Boulevard & Ventura Boulevard
Kester Boulevard & Ventura Boulevard
Sepulveda Boulevard & Ventura Boulevard
3. **Encino.**
101/405 Ramps, Sherman Oaks Avenue & Ventura Boulevard
Hayvenhurst Avenue & Ventura Boulevard
Balboa Boulevard & Ventura Boulevard
White Oak Avenue & Ventura Boulevard
Lindley Avenue & Ventura Boulevard
4. **Tarzana.**

Reseda Boulevard & Ventura Boulevard
 Wilbur Avenue & Ventura Boulevard
 Vanalden Avenue & Ventura Boulevard
 Tampa Avenue & Ventura Boulevard
 Corbin Avenue & Ventura Boulevard

5. **Woodland Hills.**

Winnetka Avenue & Ventura Boulevard
 Canoga Avenue & Ventura Boulevard
 DeSoto Avenue & Ventura Boulevard
 Topanga Canyon Boulevard & Ventura Boulevard
 101 Ramps near Shoup Avenue & Ventura Boulevard
 Fallbrook Avenue & Ventura Boulevard
 101 Ramps, Woodlake Avenue & Ventura Boulevard

G. **Exemptions from the Limitations in Subsections B and C.**

1. The provisions of Subsections B and C above shall not apply to the Project located at the northeast corner of Topanga Canyon and Ventura Boulevards, which was the subject of actions by the City under CPC No. 29989, C.F. No. 83-0454, Ordinance No. 157,740 and CPC No. 86-609GPA.
2. The provisions of Subsections B and C above shall not apply to any Project which is subject to a (Q) Qualified Zone Classification adopted after November 9, 1985, and before the effective date of this ordinance, provided, the (Q) Qualified Zone Classification includes specific limitations on building Height, Floor Area Ratio and Trips. Projects described in Ordinance No. 164,115 and Ordinance No. 164,219 are the only cases subject to this partial exemption.
3. The provisions of Subsections B and C above shall not apply to the Project located at 17421 Ventura Boulevard which was the subject of City actions under Ordinance No. 158,865, BZA 4157 and ZA 89-0811 (ZV)(YV), so long as the Project will be no larger than 107,000 square feet in floor area and will not change the footprint of the existing building.
4. The provisions of Subsections B and C above shall not apply to the Project located at the northeast corner of Ventura Boulevard and Hayvenhurst Avenue (16325-16461 Ventura Boulevard) which is the subject of Environmental Impact Report No. 89-844-BS, provided the Project does not exceed 335,000 net leasable square feet in area.

Section 7. **LAND USE REGULATIONS.** A Project shall comply with the following land use regulations:

A. **Yards and Setbacks.**

1. **General.** Notwithstanding LAMC Sections 12.12.2, 12.13, 12.13.5, 12.14 and 12.16 to the contrary, the following yards and setbacks shall

apply to all Projects which consist of construction of a new building or an addition of square footage to an existing building:

- a. If a lot has a coterminous lot line with Ventura or Cahuenga Boulevard, then for the purposes of this subsection, the lot line shall be deemed to be the front lot line on Ventura or Cahuenga Boulevard. If a lot has a coterminous lot line with Sepulveda or Van Nuys Boulevard, Reseda Avenue or Laurel Canyon Boulevard, but not with Ventura or Cahuenga Boulevard, then for the purposes of this subsection, the lot shall be deemed to front on Sepulveda or Van Nuys Boulevard or Reseda Avenue.
- b. The exceptions in LAMC Section 12.22 C 20 shall be applicable to yards and setbacks required pursuant to this Specific Plan.
- c. For purposes of this subsection, the term setback shall only refer to a setback of floors below the first 15 feet in Height of a building.

2. **Regional Commercial and Community Commercial Areas.**

- a. **Front Yards and Setbacks.** A maximum 10 foot front yard shall be permitted for lots in the Regional Commercial and Community Commercial plan designation areas. No Project may be built within 18 inches of the front lot line. This 18 inch setback shall be landscaped to the satisfaction of the Director of Planning.

Alternatives:

- (1). Notwithstanding Paragraph a above, except for areas required for vehicular access to parking, a front yard of up to 40 feet in depth for a maximum of 50 percent of the length of the front lot line or a maximum width of 50 feet, whichever is less, may be provided. If this alternative No. 1 is utilized, then the Project shall not be subject to the requirements in Subsection 7 D 1 f and g.
- (2). If at least 50 percent of the length of the building frontage is built less than 18 inches from the front lot line, then
 - (a). 25 percent of the length of the building frontage shall be setback up to a maximum of ten feet with a minimum 18 inch setback; and
 - (b). The remaining 25 percent of the length of the building frontage shall be setback up to a maximum of twenty feet with a minimum 18 inch setback; and
 If this alternative No. 2 is utilized, then the Project shall not be subject to the requirements in Subsection 7 D 1 f and g.
- (3). Lots may have a maximum 25 foot front setback for the Project's first 15 feet in

PLAN DESIGNATIONS 2 A

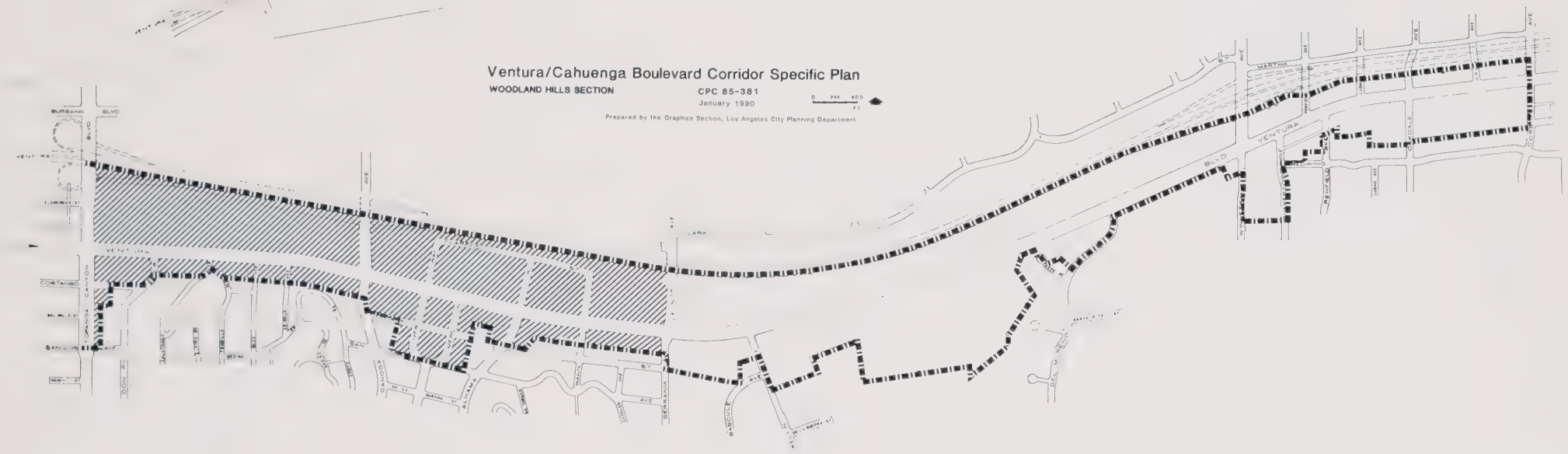
-  COMMUNITY COMMERCIAL
-  NEIGHBORHOOD & OFFICE COMMERCIAL



Ventura/Cahuenga Boulevard Corridor Specific Plan
WOODLAND HILLS SECTION
CPC 85-381
January 1990



Prepared by the Graphics Section, Los Angeles City Planning Department



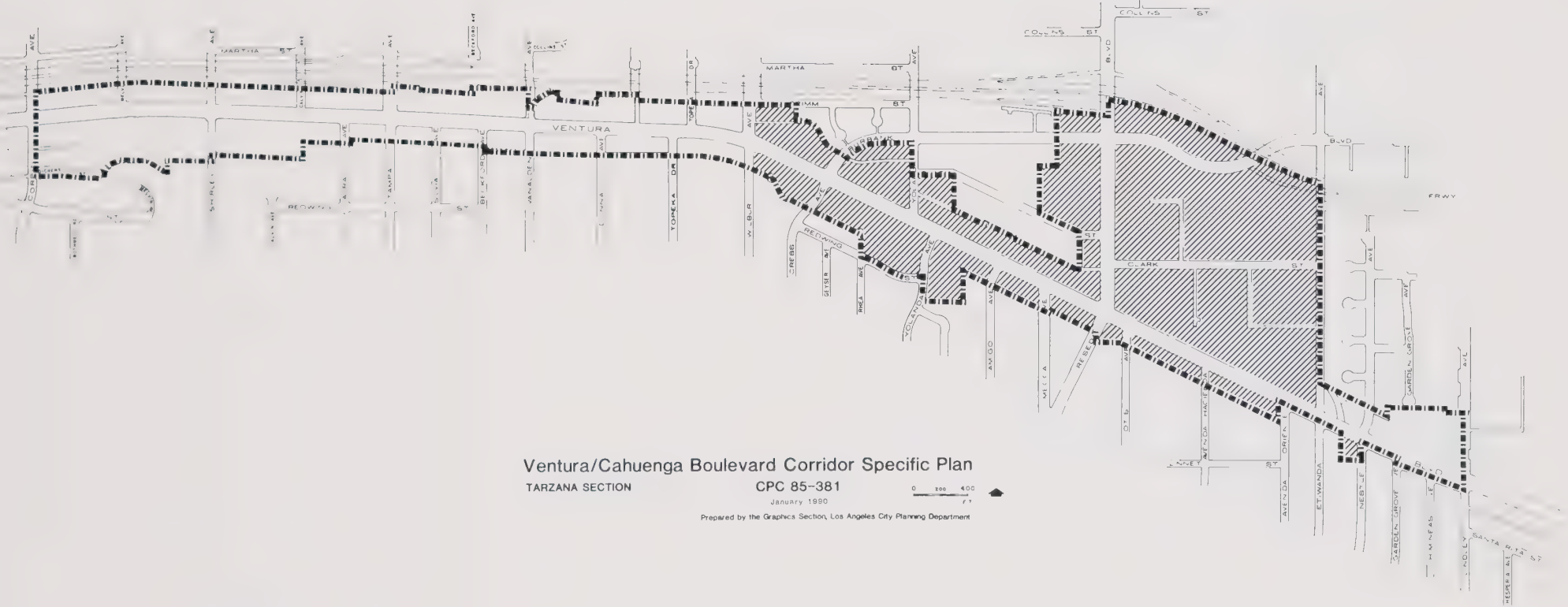
PLAN DESIGNATIONS 2B

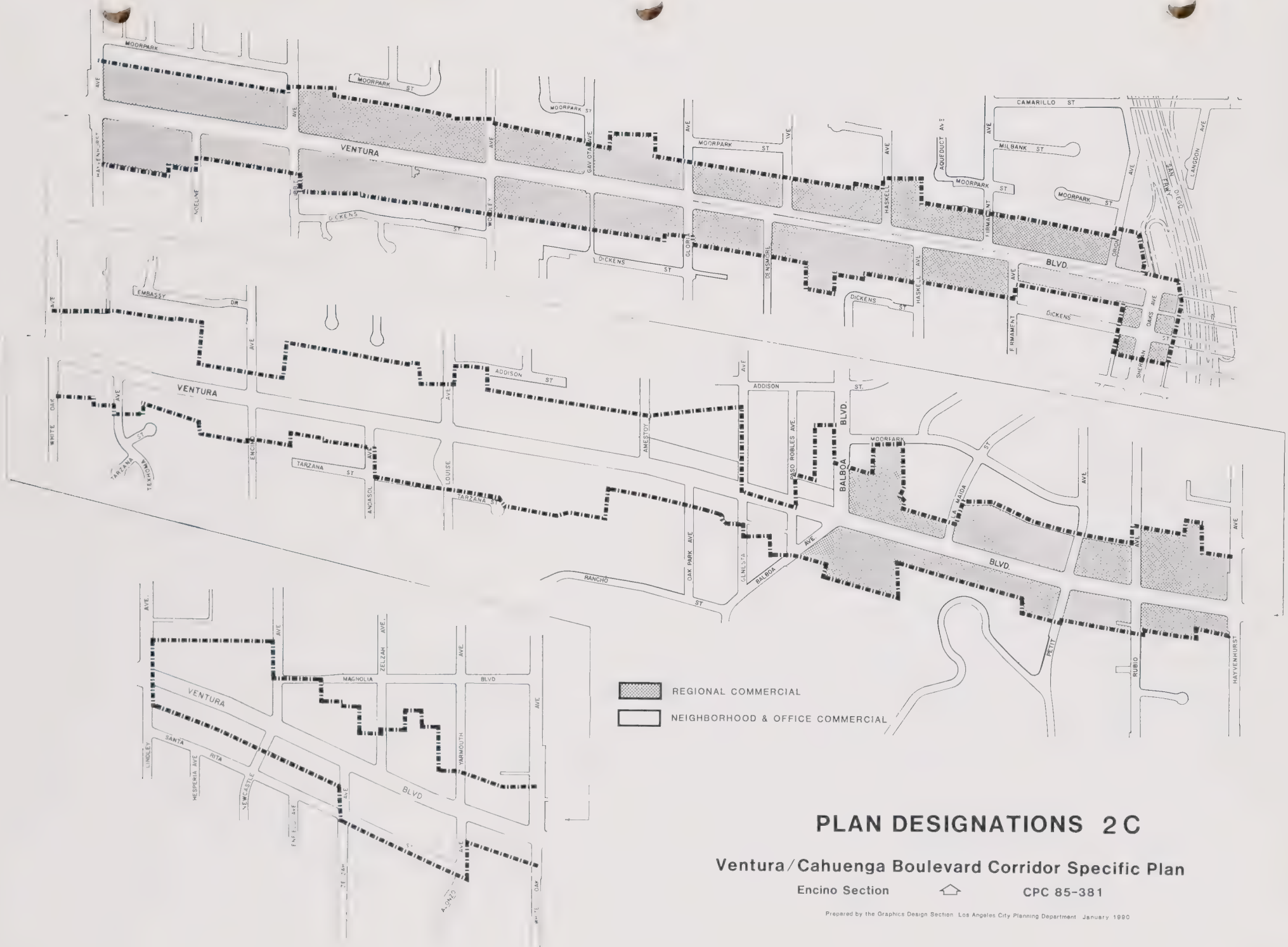


COMMUNITY COMMERCIAL



NEIGHBORHOOD & OFFICE COMMERCIAL





PLAN DESIGNATIONS 2 C

Ventura/Cahuenga Boulevard Corridor Specific Plan

Encino Section



CPC 85-381

Prepared by the Graphics Design Section, Los Angeles City Planning Department, January 1990



NOT TO SCALE



C.M.165B161	CPC 86-0782 GPC
	AREA 10, SUBAREA 93

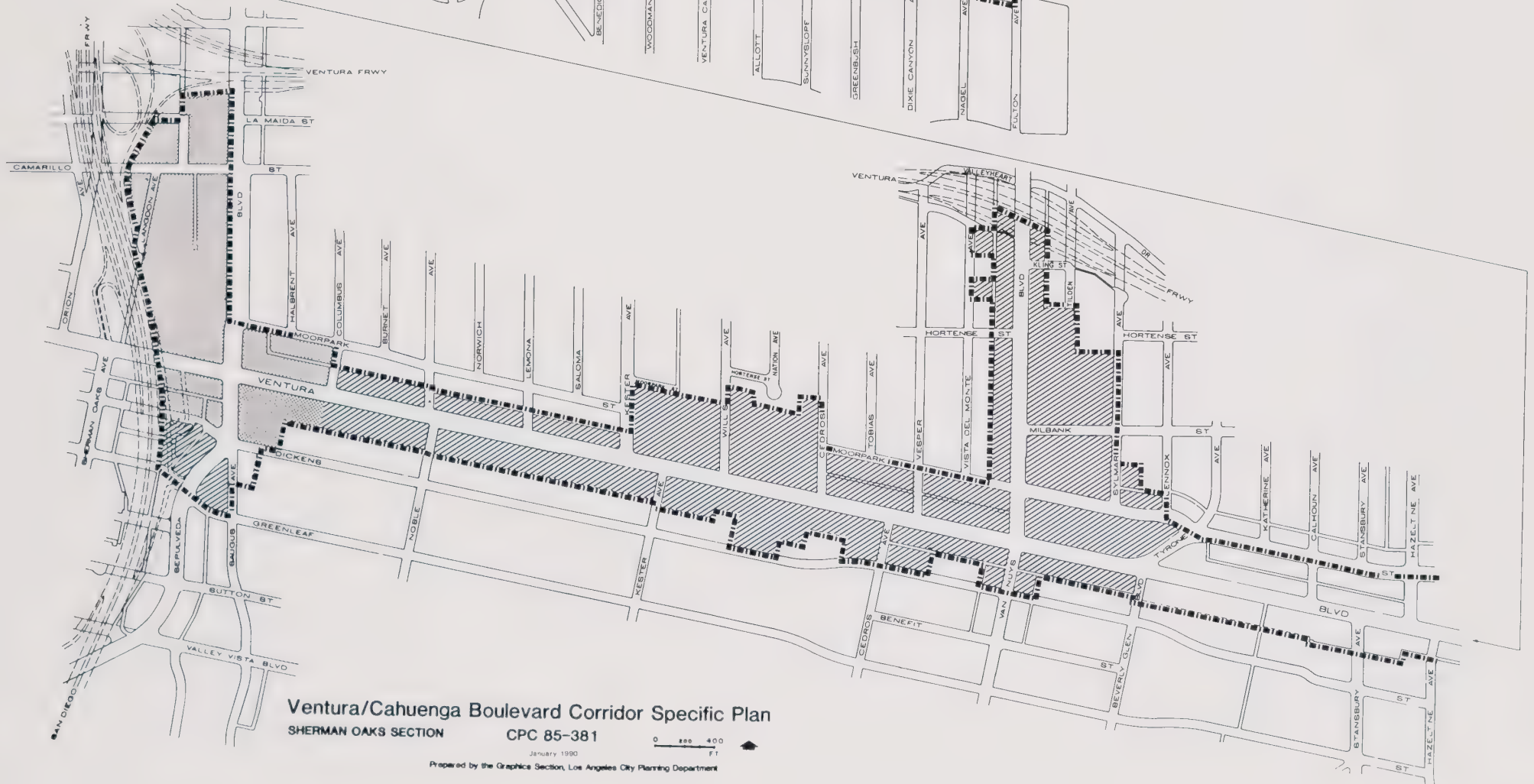
AE/THS

STUDIO CITY

07/08/98

PLAN DESIGNATIONS 2D

-  REGIONAL COMMERCIAL
-  COMMUNITY COMMERCIAL
-  NEIGHBORHOOD & OFFICE COMMERCIAL





COMMUNITY COMMERCIAL



NEIGHBORHOOD & OFFICE COMMERCIAL

PLAN DESIGNATIONS 2E

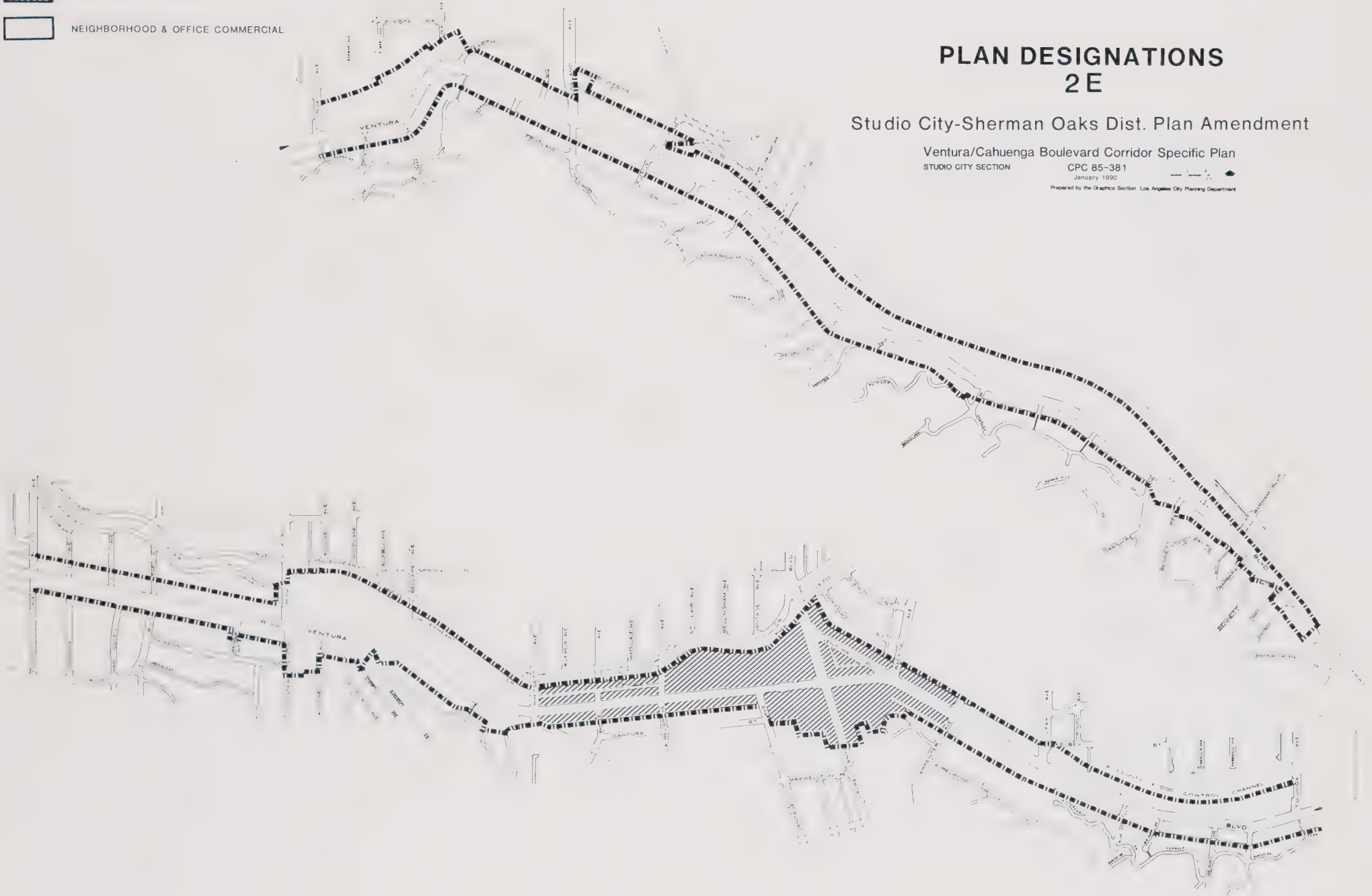
Studio City-Sherman Oaks Dist. Plan Amendment

Ventura/Cahuenga Boulevard Corridor Specific Plan
STUDIO CITY SECTION

CPC 85-381

January 1990

Prepared by the Graphics Section, Los Angeles City Planning Department



Height, so long as the entire setback area is used for outdoor dining. Portions of a building over 15 feet need not be setback. If this alternative No. 3 is utilized, then the requirements in Subsection B shall not apply.

- b. **Side Yards.** No side yard shall be permitted at the Ground Floor, except where a maximum 20 foot wide driveway is necessary for access to parking, for other required exits or where the Project contains residential uses, in which case, LAMC Sections 12.07, 12.07.01, 12.07.1, 12.08, 12.08.1, 12.08.3, 12.08.5, 12.09, 12.09.1, 12.09.5, 12.10, 12.11 and 12.12 shall apply.
- c. **Rear Yards.**
 - (1). Notwithstanding LAMC Section 12.21 C 1 (h), if the rear lot line of a lot is adjacent to a street, then there shall be a minimum 25-foot rear yard.
 - (2). If the rear lot line of a lot is adjacent to a residentially zoned lot, then the lot shall have a minimum 20-foot rear yard, unless more is required by LAMC Section 12.21.1 A 10.
If an alley abuts a rear lot line and the alley is at least 20 feet wide, then the yard shall be measured from the midpoint of the abutting alley.

3. **Neighborhood/Office Commercial Areas.**

a. **Front Yards and Setbacks.**

- (1). For lots which are 100 or fewer feet in width:
 - (a). No Project may be built within 18 inches of the front lot line. This 18 inch setback shall be landscaped.
 - (b). Each lot shall have a maximum front yard of 60 feet, or an average front yard of all existing structures on the block in which the lot is located, whichever is less. The average depth of the front yards on the block shall include all of the developed lots which have front yards that vary in depth by not more than ten feet and which comprise 40 percent or more of the frontage on the block.
- (2). For lots which are more than 100 but no more than 200 feet in width:
 - (a). No Project may be built within 18 inches of the front lot line; however, floors above 15 feet may be built to the lot line. This 18 inch setback shall be landscaped.
 - (b). Each lot shall have a maximum front yard of 20 feet for a minimum of 33 percent of the length of the front lot line. The balance of the lot frontage may have a maximum front yard of 60 feet, or a front yard equal to the average of all existing structures on

the block in which the lot is located, whichever is less. The average depth of the front yards on the block shall include all of the developed lots which have front yards that vary in depth by not more than ten feet and which comprise 40 percent or more of the frontage on the block.

(3). For lots which are wider than 200 feet.

- (a). No Project may be built within 18 inches of the front lot line; however, floors above 15 feet may be built to the lot line. This 18 inch setback shall be landscaped.
- (b). Each lot shall have a maximum front yard of 20 feet for a minimum of 50 percent of the length of the front lot line. The balance of the lot line may have a maximum front yard of 60 feet, or a front yard equal to the average of all existing structures on the block in which the lot is located, whichever is less. The average depth of the front yards on the block shall include all of the developed lots which have front yards that vary in depth by not more than ten feet and which comprise 40 percent or more of the frontage on the block.

- b. **Side Yards.** A side yard of 10 feet may be permitted, except where a maximum 20 foot wide driveway is required for vehicular access to parking, for required exits or as specified in Subsection E below, or where the Project contains residential uses, in which case, LAMC Sections 12.07, 12.07.01, 12.07.1, 12.08, 12.08.1, 12.08.3, 12.08.5, 12.09, 12.09.1, 12.09.5, 12.10, 12.11 and 12.12 shall apply.

c. **Rear Yards.**

- (1). Notwithstanding LAMC Section 12.21 C 1 (h), if the rear lot line of a lot is adjacent to a street, then there shall be a minimum 25-foot rear yard.
- (2). If the rear lot line of a lot is adjacent to a residentially zoned lot, then the lot shall have a minimum 20-foot rear yard unless more is required by LAMC Section 12.21.1 A 10.
If an alley abuts a rear lot line and the alley is at least 20 feet wide, then the rear yard shall be measured from the midpoint of the abutting alley.

- 3. The provisions of this subsection shall not apply to the Project located at the northeast corner of Topanga Canyon and Ventura Boulevard, which was the subject of actions by the City under CPC No. 29989, C.F. No. 83-0454, Ordinance No. 157,740 and CPC No. 86-609GPC.

B. **Lot Coverage.**

1. **Regional Commercial and Community Commercial Areas.** Buildings and structures shall cover no more than 75 percent of the lot area.
2. **Neighborhood/Office Commercial Areas.** Buildings and structures shall cover no more than 60 percent of the lot area.

C. **Landscaping Requirements.**

These requirements shall apply to all Projects, including changes of use to existing buildings.

1. **Parking Lots.**

- a. At least 15 percent of the total area of a surface parking lot shall be landscaped.
- b. For surface parking lots, one tree shall be provided for every four parking spaces. The trees shall be shade producing trees of a minimum 30 inch box size, no less than ten feet in Height at maturity. These trees shall be distributed throughout the parking lot so as to shade the surface parking area.
- c. In addition to the requirements of Subparagraph b above, a ten foot landscaped buffer shall be provided around any surface parking lots or parking structure. When surface parking lots or parking structures are adjacent to other surface parking lots or parking structures, a ten foot landscaped buffer between the lots or structures shall be required. It shall incorporate walkways between the parking areas.

2. **Parking Structures.**

- a. Parking structures or that portion of a building which is used for parking shall be designed so as to substantially screen automobiles contained in the garage from view, except as may be recommended by the Los Angeles Police Department for purposes of safety. The facade of any parking building shall be designed so that it is similar in color, material, and architectural detail with the building for which it serves for parking.
- b. Parking structures shall be designed to include planting of trees, shrubs, flowers, or vines on the roof, facade, or setbacks in order to provide additional screening and exterior landscaping.
- c. Parking structures installed with air circulation vents and/or fans shall not have the vents and fans adjacent to or facing a residential area in order to avoid any adverse noise impact.

3. **Yards, Setbacks and Building Frontages.**

- a. At least 60 percent of all front yards or front setbacks in excess of 18 inches, shall be landscaped and the remainder shall be finished to City standards for sidewalks, or finished with other paving materials,

including concrete pavers, brick masonry pavers or tile or covered in gravel.

- b. The Applicant shall install an irrigation system to maintain all required landscaping.

4. **Gas Stations.**

Gas stations shall be landscaped to the satisfaction of the Director of Planning based on guidelines developed by the Director.

D. **Height Limit.**

1. Notwithstanding LAMC Section 12.21.1 B 2 and B 3, no building or structure shall exceed the following Heights:

a. **Studio City.**

- (1). From the intersection of Woodrow Wilson Drive and Cahuenga Boulevard to the intersection of Carpenter Avenue and Ventura Boulevard:
On the north sides of Cahuenga and Ventura Boulevards - 45 feet.
On the south sides of Cahuenga and Ventura Boulevards - 30 feet.
- (2). From the intersection of Carpenter Avenue and Ventura Boulevard to the intersection of Laurel Canyon Boulevard and Ventura Boulevard:
On both sides of Ventura Boulevard - 45 feet.
- (3). From the intersection of Laurel Canyon Boulevard and Ventura Boulevard to the intersection of Whitsett Avenue and Ventura Boulevard:
On the north side of Ventura Boulevard - 45 feet.
On the south side of Ventura Boulevard - 30 feet

b. **Sherman Oaks.**

- (1). From the intersection of Fulton Avenue and Ventura Boulevard to the intersection of Tyrone/Beverly Glen Boulevard and Ventura Boulevard:
On both sides of Ventura Boulevard - 30 feet.
- (2). From the intersection of Van Nuys Boulevard and Moorpark Avenue to the intersection of the Ventura Freeway overpass at Van Nuys Boulevard:
On both sides of Van Nuys Boulevard - 30 feet.
- (3). From the intersection of Tyrone/Beverly Glen Boulevard and Ventura Boulevard to the intersection of Columbus Avenue and Ventura Boulevard:
On the north side of Ventura Boulevard to 135 feet west of Columbus Avenue - 30 feet.
On the south side of Ventura Boulevard - 30 feet.
- (4). In the area bounded by Dickens Street on the south to the San Diego Freeway and Specific Plan boundary on the west,

- the Specific Plan boundary on the north, Sepulveda Boulevard on the east to Moorpark Street and Moorpark Street on the north to 135 feet west of Columbus Avenue south to Ventura Boulevard, then east to the lot line which would be a continuation of Columbus - 75 feet.
- (5). In the area bounded by Dickens Street on the north, Greenleaf Street on the south, the San Diego Freeway on the west and the Specific Plan boundary on the east - 30 feet.
- c. **Encino.**
- (1). From the intersection of the San Diego Freeway overpass and Ventura Boulevard to the intersection of Balboa Boulevard and Ventura Boulevard:
On both sides of Ventura Boulevard - 45 feet
- (2). From the intersection of Balboa Boulevard and Ventura Boulevard to the intersection of Lindley Avenue and Ventura Boulevard:
On both sides of Ventura Boulevard - 30 feet.
- d. **Tarzana.**
- (1). From the intersection of Lindley Avenue and Ventura Boulevard to the intersection of Etiwanda Avenue and Ventura Boulevard:
On both sides of Ventura Boulevard - 30 feet.
- (2). From the intersection of Etiwanda Avenue and Ventura Boulevard to the intersection of Wilbur Avenue and Ventura Boulevard:
On the north side of Ventura Boulevard - 45 feet.
On the south side of Ventura Boulevard - 30 feet.
- (3). From the intersection of Wilbur Avenue and Ventura Boulevard to the intersection of Corbin Avenue and Ventura Boulevard:
On both sides of Ventura Boulevard - 30 feet.
- e. **Woodland Hills.**
- (1). From the intersection of Corbin Avenue and Ventura Boulevard to the intersection of Winnetka Avenue and Ventura Boulevard:
On both sides of Ventura Boulevard - 30 feet.
- (2). From the intersection of Winnetka Avenue and Ventura Boulevard to the intersection of De Soto Avenue and Ventura Boulevard:
On both sides of Ventura Boulevard - 30 feet.
- (3). From the intersection of De Soto Avenue and Ventura Boulevard to the intersection of the Ventura Freeway overpass and Ventura Boulevard:
On both sides of Ventura Boulevard - 45 feet.
- (4). From the intersection of Ventura Boulevard and the Ventura Freeway overpass to the western end of Leonora Drive:
On the north sides of Ventura Boulevard and Leonora Drive - 30 feet.
On the south side of Ventura Boulevard and Leonora Drive - 45 feet.
- f. In addition, in the Community Commercial and Neighborhood/Office Commercial Areas, buildings abutting a major or secondary highway may only exceed 30 feet in Height, if, for each 15 foot increment, or portion thereof, above 25 feet, at least a ten foot setback from the roof perimeter is provided.
- g. In addition, in the Regional Commercial area, buildings abutting a major or secondary highway may exceed 45 feet in Height, if, for each 10 foot increment above 45 feet, at least a ten foot setback from the roof perimeter is provided.
2. Exemptions for Mixed-Use Projects in the Regional Commercial Plan Designation area East of the San Diego Freeway.
- a. If at least 25 percent of the floor area of a Mixed-Use Project in the Regional Commercial plan designation area east of the San Diego Freeway is devoted to non-hotel residential uses, then the Applicant may request permission to exceed the height limitation in the underlying height district regulations and in this Specific Plan. However, in no case, shall the Height of a Mixed-Use Project in the Regional Commercial plan designation area east of the San Diego Freeway exceed 87 feet. This application for relief from the height limitation or any appeal from a determination on the application shall be in accordance with the procedures and time limits set forth in Section 8 of this Specific Plan. The application shall be filed at the same time as an application for Project Approval. The filing fee for a Mixed-Use Project application for relief from the height restrictions shall be the same as the fee for conditional use applications as set forth in LAMC Section 19.01 (C).
- b. In order to grant relief from the height limitation, the City Planning Commission shall make the following findings:
- (1). The proposed Project is consistent with the scale and character of the existing neighborhood in terms of Height, location, and orientation of buildings to adjacent residentially zoned parcels and rear yard setbacks.

- (2). The proposed Project will not have a substantial adverse impact on any residence which is within 600 feet from the site of the proposed Project.
- (3). The Height provisions of this subsection shall not apply to the property located at the northeast corner of Topanga Canyon and Ventura Boulevards, which was the subject of actions by the City under CPC No. 29989, C.F. No. 83-0454, Ordinance No. 157,740 and CPC No. 86-609GPA.

E. **Parking.** Notwithstanding any less restrictive provisions of LAMC Section 12.21 A 4(c) to the contrary, the following parking provisions shall apply in the Specific Plan area:

1. **Parking Requirements.**

- a. For commercial uses, other than offices, at least one parking space for each 250 square feet of floor area.
- b. For general offices, at least one parking space for each 300 square feet of floor area.
- c. For restaurants, at least one parking space for each 100 square feet of floor area.
- d. For hotels and motels, at least one parking space for each guest room.
- e. For hospitals, at least 2.5 parking spaces for each bed.
- f. For auditoriums, convention facilities, theaters, churches, general auditorium stadiums or other similar places of assembly, at least one parking space for every two seats. Where there are no fixed seats, there shall be at least one parking space for each 21 square feet of floor area (exclusive of stage).
- g. For child care facilities, preschools, and all other elementary and secondary schools, at least one parking space for each 300 square feet of floor area.
- h. In addition to the requirements of LAMC Section 12.23 C 2, if a Project consists of a change of use or an addition to an existing building or structure, then the parking requirements of this paragraph shall apply only to:
 - (1). The square footage of floor area devoted to the change of use;
 - (2). The square footage of floor area contained within the addition to the existing building or structure; and
 - (3). The square footage of any remodelling if cumulatively over a five year period, it involves an area in excess of 50% of the building area.

2. **Public Parking Facilities.**

If there is a municipal off-street parking facility within 1500 feet of a Project or within a Pedestrian Oriented Area which can be shown by the Applicant as providing parking for a Project, then the Applicant may apply to the City

for relief from the parking requirements in Paragraph 1 above. Such an application will be reviewed by the Departments of City Planning and Transportation to determine if the Project is eligible for a reduction of the required number of parking spaces. Prior to any approval of this reduction, the Department of Building and Safety shall require covenants in conformance with LAMC Section 12.26 E 5. The Departments may only grant a reduction of up to one-third of the required number of parking spaces. If a reduction in the number of parking spaces is approved for the Project by the General Manager of the Department of Transportation and the Director of Planning, then the Applicant shall pay a one-time fee equal to \$25,000 per parking space reduced, sufficient to pay for the new construction of parking spaces in a comparable municipal parking facility in the Specific Plan area. This fee shall be calculated and adjusted annually by the Department of Transportation to reflect the cost of providing replacement parking. The fees shall be added to the Community's Revenue Fund.

3. **Off Site Valet Parking.** If an Applicant wishes to utilize valet parking to meet the parking requirements of LAMC Section 12.21 A and/or this subsection, then the Applicant shall submit an application to the Department of City Planning for approval of valet parking under the Specific Plan Project Approval Process set forth in Section 8 of this Plan. The application shall include a map of where vehicles will be parked off-site. Prior to Department of City Planning approval of valet parking, the valet parking plan, including the accompanying map, shall be recorded as a Covenant and Agreement. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning and then recorded with the County Recorder and a certified copy delivered to the Departments of City Planning, Building and Safety and Transportation prior to the issuance of any building permit. Valet parking lots shall comply with all applicable LAMC provisions.

Section 8. **PROJECT APPROVAL.** No building, foundation, sign or grading permit for a Project shall be issued until the Project has received a Project Approval pursuant to this Section.

- A. **Project Approval Process.** Applicants shall submit an application to the Director of Planning for Project Approval for a determination that the proposed Project meets the Design Guidelines and requirements of Sections 5, 6, 7, and 10 and that the Department of Transportation has determined in writing that the Project is in compliance with the requirements of Section 9 of this Specific Plan.

1. **Application.** All applications for Project Approval shall be submitted with applicable fees to the Director for review and a determination. Applications shall be deemed complete only if all the following are included with the applications:
 - a. Plot Plans.
 - b. Landscape and irrigation drawings which show the placement and size of all trees, shrubs, and ground cover and the botanical and common names of all plants.
 - c. Building elevations shall be provided (at a scale of $1/8" = 1'$) showing building Height, architectural forms and detailing, type of exterior materials, and general color scheme. The elevations shall also include an illustration of shadow impacts on December 22.
 - d. A sign plan shall be provided for each sign (at a scale of $1/4" = 1'$) showing materials, colors, placements, size, lettering styles, and lighting methods of the proposed sign.
 - e. Samples of exterior building materials and/or sign construction materials, photographic renderings, view analysis, three dimensional models and other information shall be provided as required by the Director.
2. **Action of the Director.** Upon application for Project Approval, the Director, shall approve, disapprove, or approve the Project with modifications. If the Director determines, based on the recommendation of the Department of Transportation, pursuant to Subsection 9 A 2, that it is feasible to develop a smaller Project or a Project with limitations on uses which would result in a reduction of transportation impacts to a level of insignificance, then the Director may require limitations on size or uses in the Project Approval process.

The Director shall forward a copy of the determination with findings to the Department of Building and Safety within 30 working days following receipt of the application or within such additional time as mutually agreed upon in writing between the Applicant and the Director.

3. **Appeals.** The Applicant may appeal the decision of the Director to the City Planning Commission. This appeal shall be in writing upon forms provided by the Department of City Planning. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified. The appeal shall be filed within 15 days from the date of mailing of the Director's determination. The time limits for the Commission's determination and the procedures and time limits for any appeal to the City Council from the Commission's determination shall be the same as the provisions set forth in LAMC Section 11.5.7 D 2 through 7.

B. **Design Guidelines.** Until such time that the City Planning Commission adopts a resolution containing new design guidelines for the Ventura/Cahuenga Boulevard Corridor Specific Plan area, City staff shall utilize the design review principles in Envicom Corporation's August 1989 report entitled, "Ventura-Cahuenga Boulevard Corridor Specific Plan Study: Urban Design Recommendations," for Project Approval. Any new design guidelines adopted by the City Planning Commission shall address the following design categories:

1. Compatibility between the proposed Project, the current streetscape plan and existing development in the area.
2. Flexibility in implementing guidelines to avoid excessive architectural uniformity.
3. Detail and Ornamentation.
4. Decorative Roofs.
5. Compatibility of Colors.
6. Compatibility of Materials.
7. Application of Glass.
8. Walls.

C. **Fees.**

1. The filing fee for Project Approval shall be the same as the fee for "Application For Specific Plan Design Review" as set forth in LAMC Section 19.01(P).
2. The fees for appeals shall be the same as the fees in LAMC Section 19.01 J.

Section 9. **TRANSPORTATION IMPACTS MITIGATION.**

A. **Individual Project Mitigation.** No building, grading, or foundation permit shall be issued for any Project unless the Department of Transportation has determined in writing that the Project is in compliance with the requirements of this Subsection.

1. **Review of The Transportation Impacts of Each Project.** Prior to the issuance of a grading permit or building permit, the Applicant shall:
 - a. Submit the Project plans to the Department of Transportation for its review of the number of Trips to be generated by the Project.
 - b. Make any required street and highway dedications if the Project is located within 370 feet, as measured from the lot line, after dedications, of any intersection identified in Appendix V. Prior to the issuance of any certificate of occupancy, the Applicant shall have completed any required transportation mitigation, including street and highway improvements. For the purposes of this subparagraph, the procedures in LAMC Section 12.37 shall be followed. Notwithstanding LAMC Section 12.37 H, the street improvement standards contained in Appendix V shall be utilized, to the extent feasible, for any improvements of streets

listed in that Appendix. The appeal procedure described in LAMC Section 12.37 I may also be used for review of improvements required pursuant to this section on the basis of claims that the requirements pose an unreasonable hardship or violate any person's constitutional rights.

- c. Record a covenant and agreement acknowledging that the Applicant will implement the transportation mitigation measures imposed by the Department of Transportation pursuant to this subsection. These measures shall include compliance with South Coast Air Quality Management District (SCAQMD) Regulation XV (Rules 1501-1504), amended May 17, 1990. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning, and then recorded with the County Recorder and a certified copy delivered to the Departments of City Planning, Building and Safety and Transportation prior to the issuance of any building permit.
 - d. Execute and record a covenant and agreement acknowledging that the Applicant shall provide in all leases a covenant requiring all lessees to participate in transportation programs required by the Department of Transportation. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning and then recorded with the County Recorder and a certified copy delivered to the Departments of City Planning, Building and Safety and Transportation prior to the issuance of any building permit.
 - e. Pay to the Department of Transportation, the Project Impact Assessment Fee which the Department will deposit into the Ventura/Cahuenga Boulevard Corridor Specific Plan Revenue Fund, as calculated by the Department of Transportation in accordance with the provisions of Section 9 C.
2. **Project-Related Traffic Impact Mitigation.** Prior to the issuance of a building, foundation or grading permit, the Applicant shall comply with the following regulations:
- a. **All Projects.** The Applicant shall obtain a Traffic Assessment of the Project from the Department of Transportation. If the Department determines, based on the Traffic Assessment, that there may be potentially

Significant Transportation Impacts on adjacent intersections or streets caused by the Project, then the Applicant shall provide a Traffic Study for the Project. Upon receipt and review of the Traffic Study, the Department of Transportation shall require the Applicant, at the Applicant's cost, to: 1) implement traffic and parking mitigation measures of Significant Transportation Impacts; and 2) implement transportation programs for adjacent intersections and streets. The Department of Transportation may impose transportation mitigation measures on each Project. If the Department determines that the proposed mitigation measures are not adequate to reduce the impacts to a level of insignificance, then the Department may recommend a reduction in size or a limitation on uses to the Director of Planning to be used in the Project Approval process.

- b. **Projects with More than 200 Net New Trips.** In addition to the requirements applying to all Projects, the Department of Transportation may require Applicants to submit a Phasing Program for Projects which generate more than 200 Net New Trips. The Department of Transportation may require the Applicant, upon receipt and review of the proposed Phasing Program, to implement the recommendations of that proposed program. The Department of Transportation shall not approve any subsequent phase of a Project until the Department, with the concurrence of the Department of City Planning, is satisfied that the transportation impacts of the prior phase have been adequately mitigated.

B. Project Trip Calculation Procedures.

1. **Project Trip Generation Calculations.** The Department of Transportation shall calculate Trips based on Trip Generation Formulas By Land Use in Appendix II and from related technical references from the Institute of Traffic Engineers. The City Council, acting by resolution, may revise these formulas, based upon updated reports submitted by the Department of Transportation. The Department of Transportation shall establish the number of Trips for a Project. Where a Project has more than one use, the Trips shall be calculated by adding together the Trips generated by each use proportionate to the floor area of the Project devoted to each use. When a Project includes a use not listed in Appendix II, then the Department shall use reasonable methods to establish the appropriate number of Trips for that use.
2. **Shopping Centers.** For new Shopping Centers which will contain one or more restaurants, a

Covenant and Agreement shall be required, prior to the issuance of a building permit for the building, which indicates the percentage of floor area to be devoted to restaurants. This figure will be utilized by the Department of Transportation in determining the Project's overall number of Trips and by the Department of Building and Safety in determining the number of required parking spaces, based on the total allowable area for restaurants. Restaurants shall not be permitted within Projects for which a Covenant and Agreement was not filed. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning and then recorded with the County Recorder and a certified copy delivered to the Departments of City Planning, Building and Safety and Transportation prior to the issuance of any building permit.

C. Project Impact Assessment Fees.

1. **Fee Amount for Each Community.** The Project Impact Assessment Fees for Net New Trips generated by a Project after November 9, 1985 are as follows:
 - a. Studio City: \$3,885 per Net New Trip.
 - b. Sherman Oaks: \$4,277 per Net New Trip.
 - c. Encino: \$4,277 per Net New Trip.
 - d. Tarzana: \$4,153 per Net New Trip.
 - e. Woodland Hills: \$2,496 per Net New Trip.
2. **Annual Indexing.** In order that the Project Impact Assessment Fee levied pursuant to this Specific Plan keep pace with the cost of the improvements and services associated with Trip reduction, the fee shall be periodically increased (or decreased) as follows:
 The Project Impact Assessment Fee shall be increased (or decreased) as of January 1 of each year by the amount of the percent increase (or decrease) in the City Building Cost Index as determined by the Department of Transportation. To reflect this revised Project Impact Assessment Fee, a new Project Impact Assessment Fee table shall be published by the Department of Transportation before December 31 of each year and this table shall automatically supersede the table in Paragraph 1 above. If the Department determines that the City Building Cost Index does not adequately reflect the actual increase in costs, then the Department shall recommend to the City Council, based on a written report, that the City Council adopt different cost figures. Upon receipt of such a report, and after public hearing, the City Council may, by resolution, adopt these different cost figures to be used for adjustment of the Project Impact Assessment Fees.

3. **Interim Control Ordinance Projects Subject to Project Impact Assessment Fee.** Projects for which a covenant and agreement was recorded pursuant to the Ventura/Cahuenga Boulevard Interim Control Ordinance or preceding ordinances (Ordinance Nos. 165,290, 162,907, 160,406, 160,514 and 166,313) shall be subject to the Ventura/Cahuenga Boulevard Corridor Specific Plan's Project Impact Assessment Fee.
 - a. The Department of Transportation shall calculate the amount that each Interim Control Ordinance Applicant shall be charged based on Trips calculated by the Department of Transportation. The Trips will be calculated based on Subsection B 1 and the fees based on Subsection C 1.
 - b. If a person received an approval for a Project pursuant to the procedures set forth in Ordinance Nos. 165,290, 162,907, 160,406 and 160,154 and signed a covenant and agreement promising to pay the Transportation Impact Assessment Fee, then that person or any successor in interest shall pay this amount in one lump sum or in three equal, annual payments beginning February 1 following the effective date of the Specific Plan.
4. **Projects Entitled To A Full Exemption From Project Impact Assessment Fees.** The following Projects shall be exempt from the Project Impact Assessment Fees:
 - a. Supermarket. The first cumulative 25,000 square feet of additional floor area devoted to Supermarket use in each community.
 - b. Gas Stations. The first two gas stations in each community beyond the number in existence on the effective date of this Specific Plan. This exemption shall not apply to facilities which include on-site body work or Convenience Markets.
 - c. Floor area used for day care centers.
 - d. The floor area used for governmental offices or for nonprofit social service facilities which service the general public. The Director shall adopt guidelines for approval by the City Planning Commission defining the category of nonprofit social service facility. These facilities shall house programs which serve the unemployed, indigent and disabled.
 - e. The square footage used for publicly accessible meeting rooms, excluding those in hotels and motels.
 If an Applicant applies for an exemption pursuant to this subparagraph, the Department of City Planning shall make a determination as to eligibility for this exemption from the requirement to pay the Project Impact Assessment Fee and transmit that determination to the Department of Transportation. However, this provision shall cease to have any force and effect

after exemptions have been granted for Projects which have exceeded 1466 Net New Trips (5 percent of permitted Net New Trips).

If a land use (listed above) entitled to an exemption is changed to a use not entitled to an exemption, then the new use will be charged a Project Impact Assessment Fee as a condition of Project Approval, based on Net New Trips calculated from use on November 9, 1985.

5. **Partial Fee Exemptions.**

- a. **Mixed-Use Projects In The Community Commercial And Regional Commercial Plan Designations.** If the Department of Building and Safety determines that a proposed development is a Mixed-Use Project, then the Department shall transmit that determination to the Department of Transportation which shall exempt the residential portion of the Project from the requirement to pay the Project Impact Assessment Fee. In cases where the residential uses constitute more than 25 percent of the total floor area of the Project, only the residential amount up to and including 25 percent of the total floor area will be exempted from the Project Impact Assessment Fee.
- b. **Pedestrian Oriented Areas.** Floor area devoted to retail or Pedestrian Serving Uses, when placed at the Ground Floor in Pedestrian Oriented Areas, will be exempt from the Project Impact Assessment Fee. Any application to the Department of Building and Safety for this exemption shall be accompanied by a covenant and agreement guaranteeing that the Ground Floor be restricted for retail or Pedestrian Serving Uses. If the Department determines that the Project is eligible for this exemption, it shall transmit its determination to the Department of Transportation. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning and then recorded with the County Recorder and a certified copy delivered to the Departments of City Planning, Building and Safety and Transportation prior to the issuance of any building permit.

D. **Findings for Use of Fund.** The funds collected as Project Impact Assessment Fees can be used for any Community-wide or Corridor-wide improvements or services listed in Paragraph F, so long as the General Manager of the Department of Transportation makes the following findings based on substantial evidence:

1. The improvement or service to be funded will mitigate the adverse impacts of the proposed Project or benefit the owners, occupants, employees and patrons of that Project;
2. The improvement or service to be funded does not involve maintenance of existing facilities; and
3. The improvement to streets to be funded to streets is made only to public streets and highways, not to private streets or alleys or state freeways.

E. **Proposed Community-Wide and Corridor-Wide Improvements and Services.** The following are the proposed Community-Wide and Corridor-Wide Improvements and Services:

1. Minibus, jitney or local shuttle in the Specific Plan area;
2. Peripheral parking lots or structures in the Specific Plan area;
3. Intersection Improvements by Community - The priority of construction within each Community will be determined by the Departments of Transportation and City Planning after considering input from the Plan Review Board:
 - a. **Studio City.**
Barham Boulevard & Cahuenga Boulevard (West)
101 Ramps, Regal Place & Cahuenga Boulevard
Lankershim Boulevard & Ventura Boulevard
Vineland Avenue & Ventura Boulevard
Tujunga Avenue & Ventura Boulevard
Coffax Avenue & Ventura Boulevard
Laurel Canyon Boulevard & Ventura Boulevard
Coldwater Canyon Avenue & Ventura Boulevard
 - b. **Sherman Oaks.**
Woodman Avenue & Ventura Boulevard
Beverly Glen Boulevard & Ventura Boulevard
Van Nuys Boulevard & Ventura Boulevard
Kester Boulevard & Ventura Boulevard
Sepulveda Boulevard & Ventura Boulevard
 - c. **Encino.**
101/405 Ramps, Sherman Oaks Avenue & Ventura Boulevard
Hayvenhurst Avenue & Ventura Boulevard
Balboa Boulevard & Ventura Boulevard
White Oak Avenue & Ventura Boulevard
 - d. **Tarzana.**
Lindley Avenue & Ventura Boulevard
Reseda Boulevard & Ventura Boulevard
Wilbur Avenue & Ventura Boulevard
Vanalden Avenue & Ventura Boulevard
Tampa Avenue & Ventura Boulevard
Corbin Avenue & Ventura Boulevard
 - e. **Woodland Hills.**
Winnetka Avenue & Ventura Boulevard
Canoga Avenue & Ventura Boulevard
DeSoto Avenue & Ventura Boulevard
Topanga Canyon Boulevard & Ventura Boulevard

PEDESTRIAN ORIENTED AREAS 3A

 PEDESTRIAN ORIENTED AREA

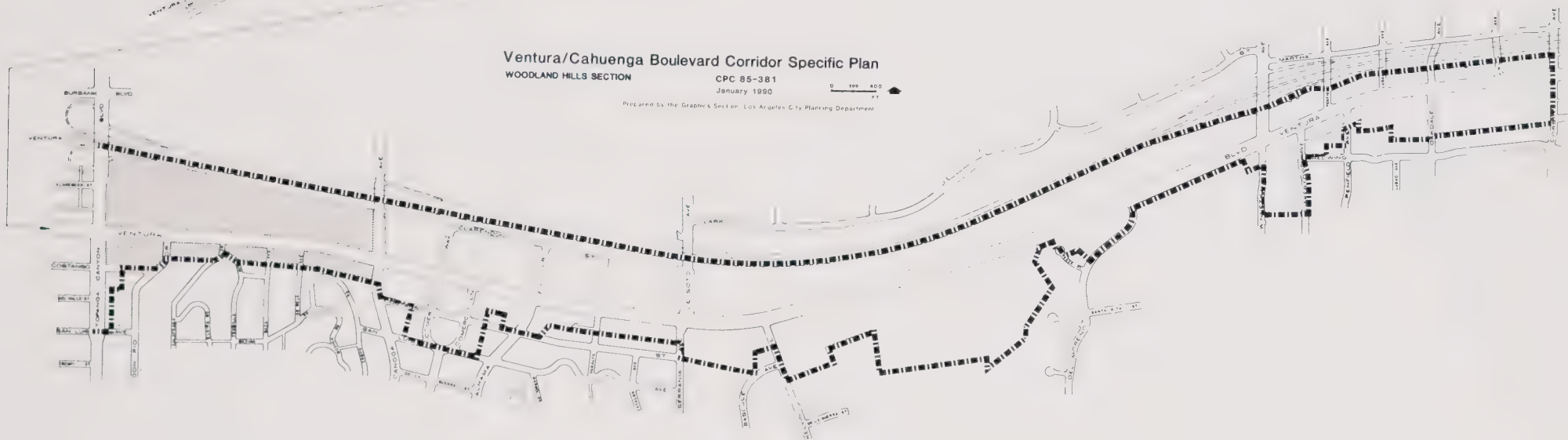


Ventura/Cahuenga Boulevard Corridor Specific Plan WOODLAND HILLS SECTION

CPC 85-381
January 1990

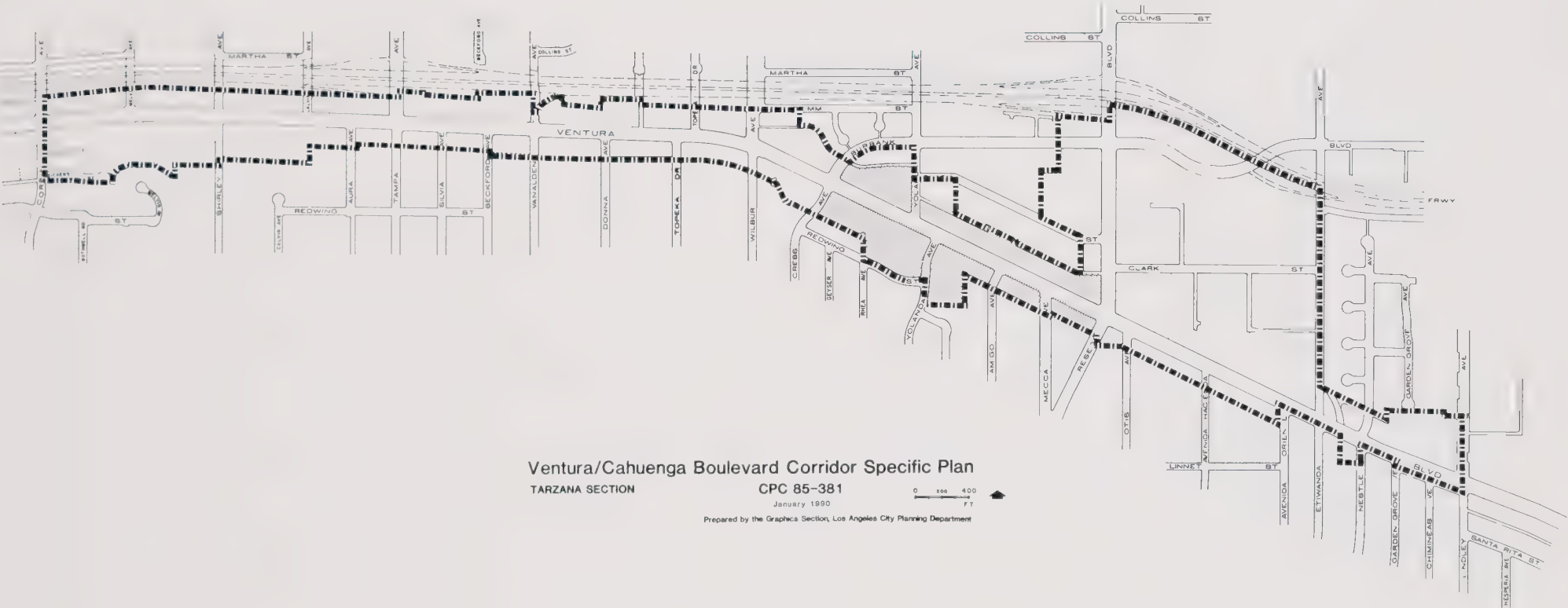
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Prepared by the Graphics Section, Los Angeles City Planning Department

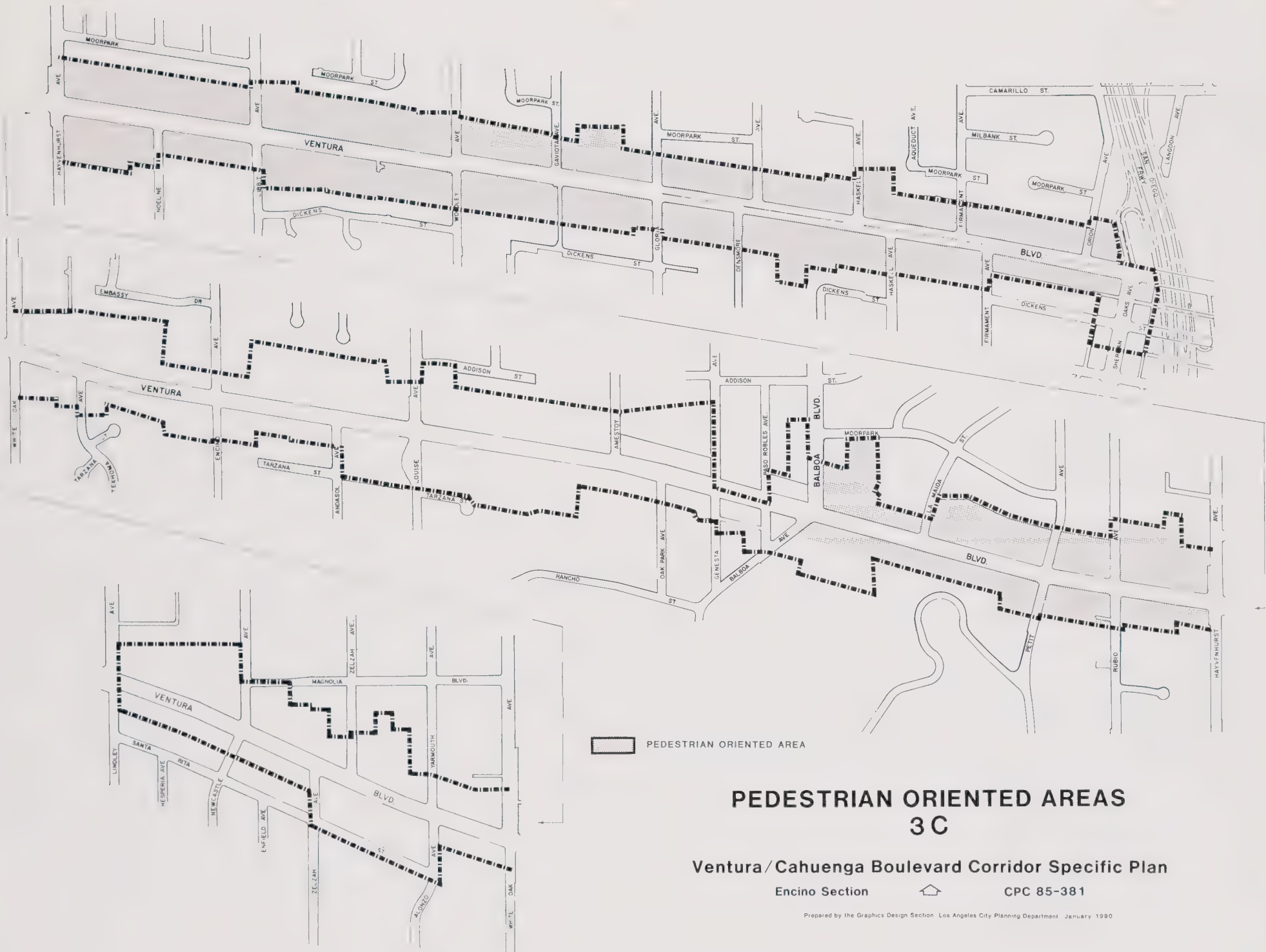


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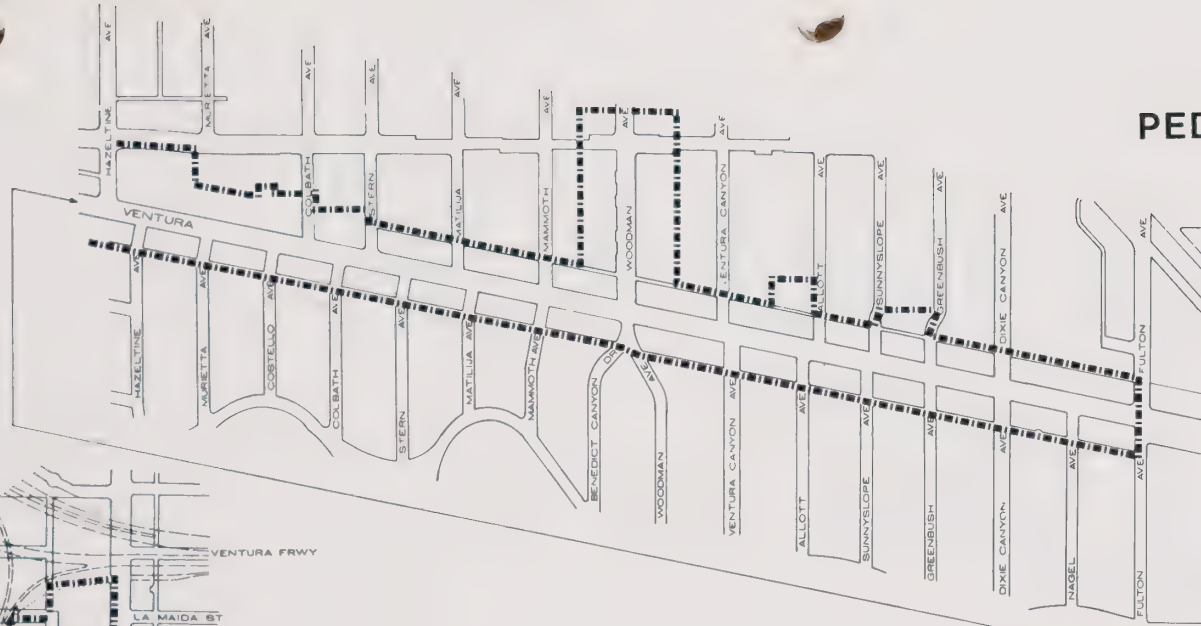
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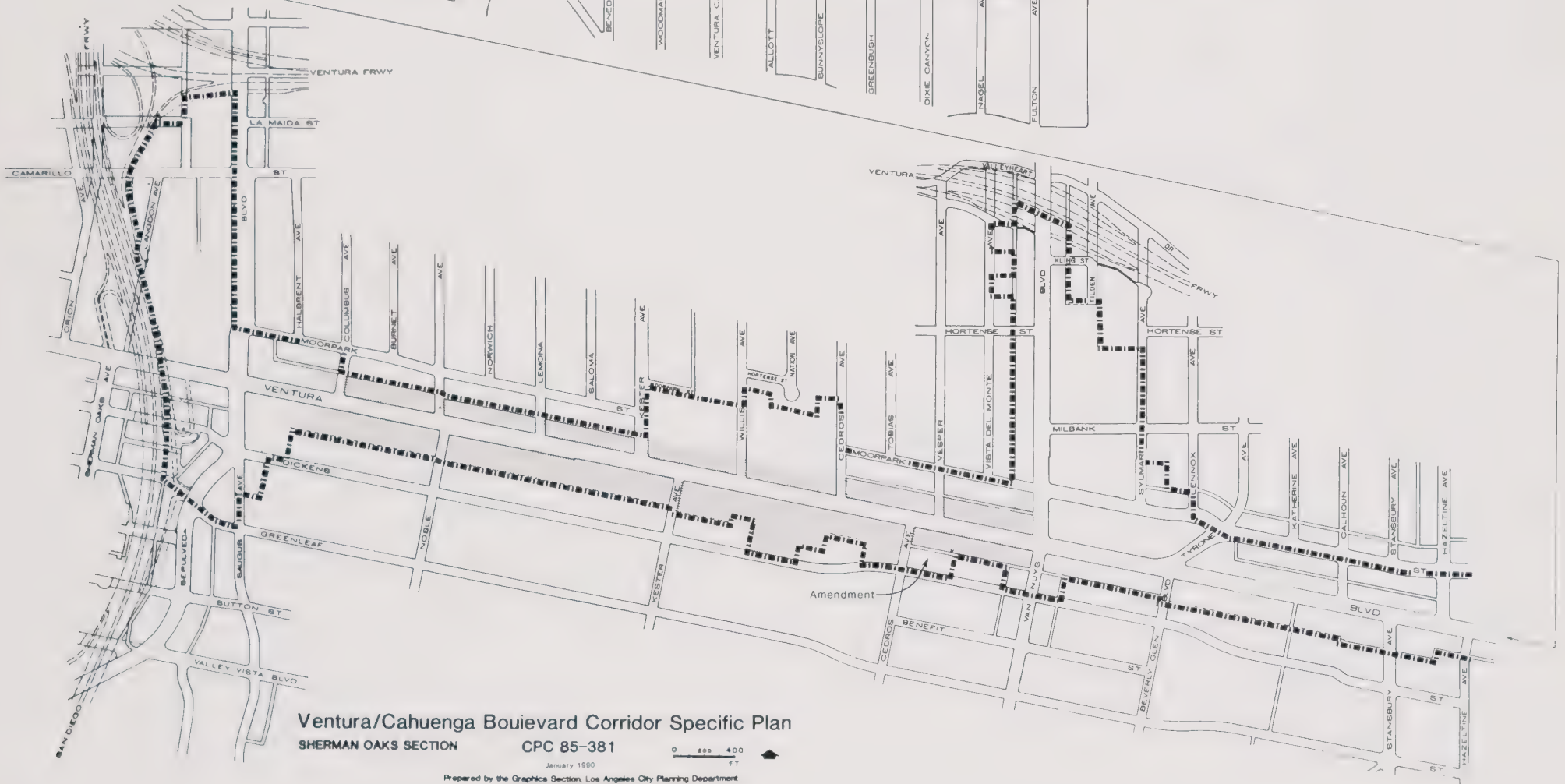
Ventura/Cahuenga Boulevard Corridor Specific Plan
TARZANA SECTION
CPC 85-381
January 1990
Prepared by the Graphics Section, Los Angeles City Planning Department



PEDESTRIAN ORIENTED AREAS 3D



PEDESTRIAN ORIENTED AREA



Ventura/Cahuenga Boulevard Corridor Specific Plan

SHERMAN OAKS SECTION

CPC 85-381

January 1990

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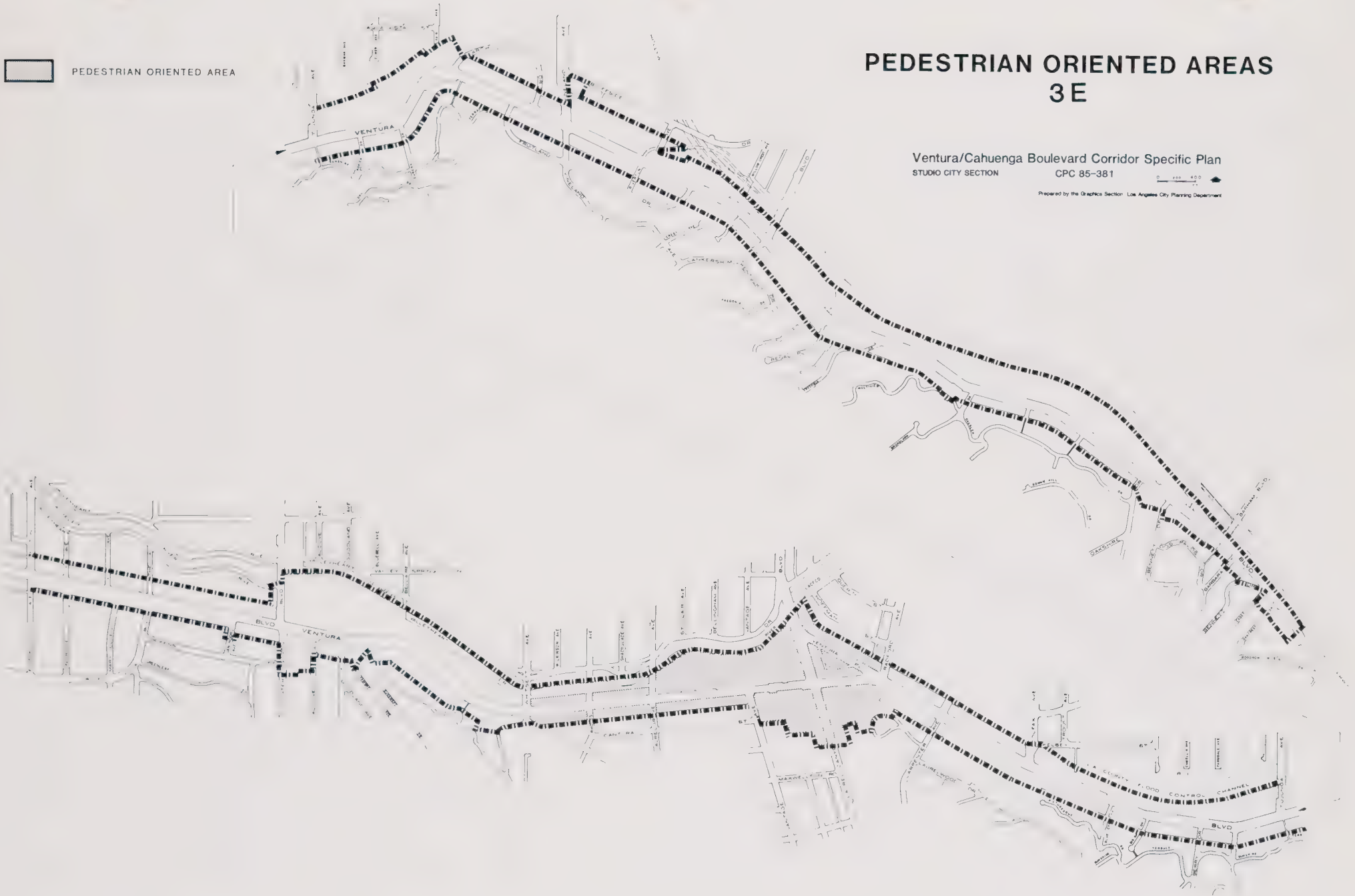
PEDESTRIAN ORIENTED AREA

PEDESTRIAN ORIENTED AREAS 3E

Ventura/Cahuenga Boulevard Corridor Specific Plan
STUDIO CITY SECTION CPC 85-381



Prepared by the Graphics Section, Los Angeles City Planning Department



101 Ramps near Shoup Avenue & Ventura Boulevard
Fallbrook Avenue & Ventura Boulevard
101 Ramps, Woodlake Avenue & Ventura Boulevard

4. The City's costs of administering the Ventura/Cahuenga Boulevard Corridor Specific Plan.
5. Streetscape improvements in Pedestrian Oriented Areas.

F. **Transportation Demand Management.** No certificate of occupancy shall be issued unless the Applicant executes and records a covenant and agreement guaranteeing compliance with the South Coast Air Quality Management District (SCAQMD) Regulation XV (Rules 1501-1504), amended May 17, 1990, which regulation includes a requirement for TDM, and submits a certified copy to the Department of Transportation. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning and then recorded with the County Recorder and a certified copy delivered to the Departments of City Planning, Building and Safety and Transportation.

Section 10. **SIGN REGULATIONS.** The Department of Building and Safety shall not issue a permit for a sign unless the sign complies with this section. All signs shall comply with the provisions of LAMC Chapter II, Article 8, Section 28.00, et seq.; Chapter VI, Article 7, Section 67.00, et seq.; and Chapter IX, Article 1, Division 62.

A. **Prohibited Signs.** In addition to the signs otherwise prohibited in the LAMC, the following signs are prohibited:

1. Portable Signs.
2. Signs on free-standing walls, except directional signs for parking.
3. Off-site commercial signs, except that existing legally erected off-site commercial signs may be replaced on the same or a new site provided that the location and sign otherwise meet all current ordinance requirements of Division 62 Signs, Section 91.6220 Off-site Signs.
4. Window signs, except store names, store hours, security signs, logos, and holiday paintings, provided they are not placed in the window more than 30 business days before a holiday and are removed within ten business days after the holiday.
5. Pole signs in the Regional and Community Commercial plan designation areas and on any corner lot in the Neighborhood/Office Commercial plan designation area.

B. **Number of Signs.**

1. A maximum of one sign is permitted on that portion of a building fronting on Ventura Boulevard or Cahuenga Boulevard, provided the

sign conforms to the provisions of Subsection D below. This limitation shall not apply to wall signs.

2. A maximum of one sign is permitted on that portion of a building facing an alley or street other than Ventura or Cahuenga Boulevards, or facing a parking lot, provided the sign conforms to the provisions of Subsection D below.

C. **Further Sign Regulations.**

1. **Regional and Community Commercial Areas.**

a. **Wall Signs.**

- (1). **Area.** Notwithstanding LAMC Section 91.6209(a)(1),(2) and (4) to the contrary, the sign area of any wall sign shall not exceed two square feet for each one foot of lot frontage.
- (2). **Projections.** Notwithstanding LAMC Section 91.6209(d)(2) to the contrary, no wall sign may project from a building face more than 12 inches, or above the lowest elevation of the roof eave visible from the street.

b. **Monument Signs.**

- (1). **Number of Signs.** Notwithstanding LAMC Section 91.6207 (b) to the contrary, no more than one monument sign shall be permitted for each lot.
- (2). **Landscaping.** Monument signs shall be located in landscaped areas which are equal to or greater in area than the dimensions of the face of the sign.
- (3). **Height.** Notwithstanding LAMC Section 91.6207 (c) to the contrary, no monument sign may exceed six (6) feet in Height measured from grade.

c. **Projecting Sign.**

- (1). **Number of Signs.** No more than one projecting sign shall be permitted for each building.
- (2). **Area.** Notwithstanding LAMC Section 91.6208(b)(1) to the contrary, the sign area of a projecting sign shall be limited to 16 square feet.
- (3). **Location.** Projecting signs may only be placed at a public entrance to a building where the entrance fronts on a public street, private walkway, plaza, or alley.
- (4). **Height.** No projecting sign shall extend above the lowest point of the roof eave visible from the street.
- (5). **Projections.** Notwithstanding LAMC Section 91.6208 to the contrary, no projecting sign shall project more than 18 inches from the building face or a distance from the building face equal to one-half of the width of the adjacent public sidewalk or walkway, whichever is less.

d. **Temporary Signs.**

- (1). **Construction Signs.**

- (a). **Number of Signs.** No more than one non-illuminated construction sign (a temporary sign announcing and identifying a future use or Project under construction) shall be permitted for each lot frontage for which a building permit has been issued for a Project on the lot. Construction signs are permitted on a temporary basis only and notwithstanding LAMC Section 91.6215 to the contrary, shall be removed prior to the issuance of a certificate of occupancy or within 30 days of completion of the Project, whichever is sooner.
 - (b). **Area and Height.** Construction signs shall not exceed 25 square feet in sign area and 15 feet in Height.
 - (2). **Holiday Decoration.** Holiday decorations or signs shall be permitted, provided they are not posted more than 30 days preceding the holiday and are removed within ten days following the holiday.
 - (3). **Real Estate Signs.**
 - (a). **Limitation.** Real Estate Signs shall be limited to temporary non-illuminated signs which pertain to rent, lease, or sale of property only.
 - (b). **Area.** Real estate signs shall not exceed five square feet in sign area.
 - (c). **Height.** Real Estate signs shall not exceed a Height of six feet above the ground level or adjacent sidewalk.
 - (d). **Location.** On vacant lots, real estate signs shall be located not less than five feet from the front property line.
 - (4). **Store Hours Signs.** Store Hours Signs shall be permitted so long as they are placed in the front door or window closest to the front door and do not exceed three square feet in area.
 - (e). **Time and Temperature Signs.** Any time and temperature sign which is not placed on a building roof, shall be permitted, provided it has no blinking lights, includes no advertising, the face of the sign is no larger than 16 square feet in area, and the sign conforms to the requirements for projecting signs.
2. **Neighborhood/Office Commercial Plan Designation Areas.**
- a. The regulations in Subsection C 1 above are applicable in Neighborhood/OfficeCommercial plan designation areas. However, pole signs shall be permitted as described below.

- b. **Pole Signs.**
 - (1). **Number of Signs.** No more than one pole sign for each lot shall be permitted. For Shopping Centers, only one pole sign per lot frontage shall be permitted, regardless of the number of individual lots in the Shopping Center.
 - (2). **Area.** Notwithstanding LAMC Section 91.6211(b)(1) or (2) to the contrary, no pole sign shall exceed 35 square feet in sign area, for each face of the sign.
 - (3). **Location.** No pole sign shall be permitted on corner lots.
 - (4). **Height.** Notwithstanding LAMC Section 91.6211(d)(1),(2) or (3) to the contrary, no pole sign shall be greater than 20 feet in Height.
 - (5). **Landscaping.** Pole signs shall be located in landscaped areas which are equal to or greater in area than the dimensions of the face of the sign.

D. **Exceptions.** The provisions of this Section shall not apply to any sign required by law or by a governmental agency.

E. **Amortization of Signs.**

- 1. All signs rendered nonconforming by this Section shall be completely removed from the specific plan area within five years from the effective date of this ordinance; provided, however, that a funding source is established for the purpose of paying just compensation to the owner of the sign. This provision shall not apply to a sign which qualify as an "advertising display" as defined in Section 5202 of the State of California Business and Professions Code.
- 2. If a nonconforming sign has been damaged or partially destroyed by fire, flood, earthquake or other natural disaster, to the extent of more than 50 percent of its replacement value at the time of the damage or destruction, the damage or destruction is other than facial copy replacement, and the sign cannot be repaired within 30 days of the date of the damage or destruction, then the sign shall be totally removed within 45 days of the date of the damage or destruction.
- 3. Ninety days after the cessation of a business activity, service or product, whose sign was lawfully erected, any related signs shall be removed, or the face of the sign shall be removed and replaced with blank panels or shall be painted out. This provision shall not apply to a sign which qualifies as an "advertising display" as defined in Section 5202 of the State of California Business and Professions Code.

Section 11. **PUBLIC RIGHT-OF-WAY-IMPROVEMENTS.**

A. **Interim Streetscape Plan.**

1. Until such time as a revised streetscape plan for the Specific Plan area is adopted, the Envicom Corporation's August 1989 report entitled, "Ventura-Cahuenga Boulevard Corridor Specific Plan Study: Urban Design Recommendations," shall be the interim streetscape plan for the Specific Plan area.
2. In granting a zone change, height district change, variance, or conditional use permit within the Specific Plan area, the City may, to the extent otherwise permitted by law, include requirements to encourage pedestrian alternatives to automobile driving. These requirements may include a program of urban design improvements based on the interim streetscape plan described above or when the revised streetscape plan described below is adopted, based on that plan. These improvements are intended to differentiate each of the five communities in the Specific Plan area, and within each community, the different commercial land use designations shown on each District Plan map.
3. This interim streetscape plan shall be used by the Department of City Planning to review the design of private Projects and to the extent permitted by law, by all agencies of the City when reviewing public improvements in the Specific Plan area.

B. **Revised Streetscape Plan.** Within five years after the adoption of this ordinance, the Department of City Planning, after consultation with the Plan Review Board, and with the approval of the Board of Public Works and Board of Cultural Affairs, shall prepare a detailed streetscape plan for each Specific Plan community. These streetscape plans shall be effective when approved by resolutions of the City Planning Commission, Board of Public Works, and Board of Cultural Affairs. The revised streetscape plans shall have the same purposes as the interim streetscape plan. The permanent streetscape plans shall also identify responsible parties, implementation processes, schedules, and funding mechanisms.

To the extent feasible, the revised streetscape plans shall incorporate the following provisions:

1. **Street Trees.**
 - a. Street trees shall be of at least a 36 inch box size at the time of planting. All street trees shall be approved by the Street Tree Division of the Bureau of Street Maintenance. In selecting types of trees and standards for spacing between trees, such factors as the appearance, shade producing quality, smog tolerance, irrigation requirements, and ability to withstand high winds shall be considered. The streetscape scheme for each community will include a detailed public landscaping plan, including a list of recommended trees.

- b. Clusters of accent trees for architectural treatment shall be provided at key entries, intersections, or activity centers to identify these as special places in the Specific Plan area when to do so will not obstruct corner visibility.
 - c. **Palm Trees.** The revised streetscape plan shall incorporate palm trees on Ventura Boulevard in Studio City between Carpenter Avenue and Whitsett Avenue.
2. **Planter Boxes.** Planter boxes and other landscaping shall be installed along the sidewalks and plazas where there is sufficient width to maintain and encourage the flow, as well as safety of pedestrians. The placement of these planter boxes shall be approved by the appropriate City agencies. Planter boxes shall be built in a sturdy manner and utilize common materials and colors. Sand blasted or textured concrete with tile or color accents may be considered.
3. **Sidewalks.** Sidewalks, crosswalks and related pedestrian elements shall comply with Title 24 of the State of California Code of Regulations and the standards of the Department of Public Works, Bureau of Engineering and the Department of Transportation regarding design and width. They should be paved to create a distinction between each of the five communities in the Specific Plan area. Their design shall incorporate the use of texture, pattern, and may incorporate color. Aggregate, sandblasted, or scored concrete and brick pavers are examples of materials which may be used. The design may vary patterns to emphasize key locations (i.e., transit stops and approaches to street crossings). Materials shall be slip resistant and shall not constrain use by the visually impaired or person using wheelchairs. At intersections, crosswalks shall be paved to provide pedestrian continuity linking the sidewalks. The selected sidewalk materials and design shall be continued in the crosswalks, subject to the approval of the City Engineer.
4. **Street Furniture and Implementation Program.** The streetscape plan required to be prepared for each community in order to create an attractive pedestrian environment shall include program and funding mechanisms, and include provisions for the following elements: benches, graffiti control, hanging planters, lighting, news racks, trash receptacles, as well as the funding of both off-site sign amortization and placing utility wires underground.

Section 12. PLAN REVIEW.

A. **Ventura Boulevard Plan Review Board.** Upon adoption of this ordinance, the City Council and Mayor shall appoint members of a Ventura/Cahuenga Boulevard Corridor Plan Review Board as set forth in Paragraphs 2 and 4 below.

1. **Authorities and Duties of the Plan Review Board.**
 - a. Make recommendations to the Director and the General Manager of the Department of Transportation concerning the development and implementation of the Specific Plan. To assist in this process, the Plan Review Board will meet with city staff for presentation and review of the staff's annual Specific Plan report.
 - b. Make recommendations to the Director and the General Manager of the Department of Transportation regarding the priorities and timing of intersection improvements in the Specific Plan area.
 - c. Make recommendations to the Director on the development of revised design guidelines and a revised streetscape plan for each community to encourage pedestrian activity as set forth in Section 11 B of this Specific Plan.
 - d. Make recommendations to the Director at the Director's request on specific Plan related items.
2. **Composition of the Plan Review Board.** The Plan Review Board will consist of 13 voting members. Two members shall be appointed by each of the six Councilpersons of the Council Districts in which the Specific Plan area is located. In the case of communities located in more than one Council District, each Councilmember will select a Plan Review Board member from each community. In addition, one member shall be appointed at-large by the Mayor.
3. **Quorum/Action.** The presence of seven voting members shall constitute a quorum. An approval of any Board action shall require a majority of those present after a quorum has been declared.
4. **Terms.** With the exception of the original 13 members as noted below, members of the Plan Review Board shall be appointed for terms of three years, with only one three year extension permitted, if the Councilperson, or the Mayor for the at-large member, so chooses. Of the original 13 members, seven shall be appointed for a three year term, and six for a two year term, thus staggering the terms.
5. **Vacancies.** In the event a vacancy occurs during the term of a member of the Board, the appointing Councilperson, or the Mayor for the at-large member, shall make an interim appointment of a person to fill out the unexpired term of the member.
6. **Meeting Schedule.** The Plan Review Board meeting schedule shall be set by the Departments of City Planning and Transportation.

B. **Periodic Review of the Specific Plan.**

1. **Annual Review of the Specific Plan.** The Department of City Planning and Department of Transportation shall jointly prepare an annual review of the Specific Plan addressing issues of plan implementation, including the transit program and plan financing. This annual report shall be prepared with consideration of any recommendations made by the Plan Review Board and submitted to the City Planning Commission and the City Council.
2. **Specific Plan Restudy.** At such time that 10,000 Net New Trips (approximately one-third of the total allowable Trips) are permitted within the Specific Plan area in addition to the Trips existing as of November 9, 1985, the effective date of Ordinance No. 160,406, the Ventura/Cahuenga Interim Control Ordinance, a restudy of all aspects of the Specific Plan shall be jointly undertaken by the Department of City Planning and the Department of Transportation. The costs of administering and implementing the infrastructure improvements of the plan, as well as a recalculation of the number of remaining Trips which can be absorbed by the Boulevard with extensive mitigation, shall be included in the restudy.

Section 13. **ALLEY VACATIONS.** Vacation of any alley within the Specific Plan area shall be in accordance with LAMC Section 15.00. A public hearing before either the City Planning Commission or the City Council shall be provided prior to any City Council action to vacate an alley. The Departments of City Planning and Transportation shall make recommendations to the City Planning Commission and the City Council as to any proposed alley vacations. In recommending an approval, the Departments shall find that: 1) the alley is not necessary for present or prospective public use; 2) the alley is not needed for vehicular circulation or access; 3) the alley is not needed for non-motorized transportation facilities; and 4) the proposed alley vacation is consistent with the general plan.

Section 14. **OWNERS ACKNOWLEDGMENT OF LIMITATIONS.** The Department of Building and Safety shall not issue any building, foundation, sign or grading permit for construction upon any property within the Specific Plan area until such time as the owners of the property have executed and recorded a covenant and agreement acknowledging the contents and limitations of this Specific Plan. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning and then recorded with the County Recorder and a certified copy delivered to the Departments of City Planning, Building and Safety and Transportation prior to the issuance of any building permit.

Section 15. **SEVERABILITY.** If any provision of this Specific Plan or the application thereof to any person or circumstance is held to be unconstitutional or otherwise

invalid by any court of competent jurisdiction, such invalidity shall not affect other Specific Plan provisions, clauses or applications thereof which can be implemented without the invalid provisions, clause or application, and, to this end, the provisions and clauses of this ordinance are declared to be severable.

Section 16. **REPEAL OF THE ENCINO SPECIFIC PLAN.**
Ordinance No. 153,852 is hereby repealed.

(d\\cc\\Ventura.1)

PART 5

VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN ORDINANCE 166,560 EFFECTIVE FEBRUARY 16, 1991

ADMINISTRATIVE RESPONSIBILITIES

Step 1. Buy and review a copy of the Specific Plan Ordinance (No. 166,560) and amendments (No. 166,558) at the City Clerk's Office at Room 395, City Hall, 200 N. Spring Street, Los Angeles, or at City Planning Van Nuys' Public Counter, 6251 Van Nuys Boulevard, Van Nuys. Obtain and review copy of the Specific Plan's Procedures Manual. It is available at the West Valley Office of the Department of Transportation, 19040 Vanowen Street, Reseda, as well as at City Planning's Van Nuys' Public Counter.

Step 2. For optional consultation, contact the Departments of Transportation (DOT) and City Planning (DCP) before building plans are completed. Typical issues addressed are trip calculations (DOT), trip fees (DOT), building requirements (DCP), and design review (DCP).

Step 3. Submit project plans to Building and Safety.

Bring copy of plans submitted to Building and Safety to Transportation and City Planning for their review. If these departments are contacted prior to entering Plan Check, the Project's Plan Check No. must be provided when it becomes available. Furthermore, if Plan Check requires corrections which change the Project's design or floor area, a copy of the corrected plans must be resubmitted to these Departments for their final clearances.

Step 4. Present Project plans and other documentation required or requested by the DOT to the West Valley office of the Department of Transportation for their clearance.

Record and submit the Specific Plan Covenant and Agreement, with all required conditions to.

Transportation Planning Bureau
19040 Vanowen Street
Reseda, California 91335
Tel. 818/376-6929

Step 5. Present your building permit application to the City Planning Public Counter at City Hall, Room 460, or 6251 Van Nuys Boulevard in Van Nuys to obtain a City Planning Work Sheet. This sheet will identify all clearances required within the City Planning Department, as well as the individual who must be contacted for this clearance.

Step 6. Present your work sheet, project plans, and other documentation required or requested by the Department of City Planning to the Van Nuys office of City Planning's Neighborhood Planning Division for City Planning's

clearance of the Specific Plan. Record and submit the Specific Plan Covenant and Agreement with all required conditions. At this point City Planning will sign the Worksheet and permit application and stamp and sign-off on plans.

Neighborhood Planning Division
6255 Van Nuys Boulevard
Van Nuys, California 91411
Tel. 818/989-8440

Step 7. Based on the fees calculated by the DOT in Step 4, pay the Transportation (Project) Impact Assessment Fees (to the DOT cashier at City Hall, Room 1200). At this point the West Valley Office of the DOT will sign permit applications and stamp plans.

Step 8. Return plans incorporating all corrections required by Building and Safety, Transportation, City Planning, including stamps from Transportation and City Planning, and the signed off building permit application to the Department of Building and Safety.

Step 9. Pay all Building and Safety processing fees to obtain your Building Permit.

Applicant

DEFINITION: Any person, as defined in LAMC Section 11.01, submitting an application for a building permit, foundation permit, grading permit, or sign permit for a Project.

1. Deliver Project plans to the Department of Building and Safety, and submit plans into Plan Check.

A. At this point, or when Plan Check is completed, contact the West Valley Office of the Department of Transportation in Reseda for an appointment. Their telephone number is 818/376-6929, and their address is 19040 Vanowen Street. They will assign you an appointment time and indicate what additional material you may need to furnish them.

B. Simultaneous to, or after a copy of the plans are submitted to the Department of Transportation, applicants first go to City Planning's Public Counter in Van Nuys, 6251 Van Nuys Boulevard, where they are issued a City Planning Work Sheet. This work sheet will identify all Ordinances or other discretionary actions which require a clearance from City Planning. The name of the regulation, the corresponding Building and Safety Zoning Information Number, the name of the City Planning staff person who can clear the regulation, and his/her location are listed on the worksheet.

C. After receiving a City Planning Work Sheet, applicants then telephone the Neighborhood Planning Divisions at 818/989- 8440 for a Specific Plan clearance appointment. All Projects require a \$290 processing fee. In general, wall signs can be approved over the counter, while all other clearances require a submission of materials. The exact list of materials which must be submitted for the clearance is included in Form 1 of the Procedures Manual, and repeated below.

IN ADDITION TO COMPLETING THE APPLICATION FORM AND PAYING A \$290 PROCESSING FEE AT THE VAN NUYS PUBLIC COUNTER, THE FOLLOWING MATERIALS SHOULD BE SUBMITTED TO NEIGHBORHOOD PLANNING, 6255 VAN NUYS BLVD., VAN NUYS. ONE COPY OF THE PLANS WILL BE KEPT, THE SECOND STAMPED FOR APPLICANTS. APPLICANTS MUST MAKE SUBMISSION APPOINTMENTS (818/989-8449).

- ___ (Recommended) Cover letter with written synopsis of project and discussion of design objectives.
- ___ Copies of related buildings permits, City Planning work sheets, approval letters regarding zone changes, variances, and site plan review approvals previously issued for the site and relevant to this approval.
- ___ Copy of City Planning work sheet for this approval.
- ___ Copy of both sides of Building and Safety permit application, including plan check number. For sign permits, both sides of the permit application form must be completed.
- ___ Copy of Building and Safety correction sheet, if plan check is completed.
- ___ Two copies of plot plans, one copy folded to 8.5" by 11" format. For sign permits, the location and type of all existing and proposed signs must be shown.
- ___ Two copies of building elevations, one copy folded to 8.5" by 11" format. For building permits, the elevations should indicate architectural forms and detailing, type of exterior materials, and general color scheme. The elevations shall also illustrate shadow impacts on December 22. For sign permits, the location and size of all existing and proposed signs must be shown.
- ___ Two copies of landscape and irrigation drawings, one copy folded to 8.5" by 11" format, which show the placement, botanical and common name, and size of all trees, shrubs, ground cover plans, unless exempted by staff. For pole signs and wall signs, a landscape and irrigation plan is required for the base of the sign.

- ___ Photographs of the site, unless exempted by staff.
- ___ (Recommended). Samples of colors and building materials, with name and phone number contact for later pick up.
- ___ (Recommended). Color rendering of proposed project.
- ___ If sign permit: A sign plan for each sign (at a scale of 1/4" = 1') showing materials, colors, placements, size, lettering styles, and lighting methods for the proposed sign.

D. At the time of the appointment, the above materials are submitted to the Department of City Planning's Neighborhood Planning Division in Van Nuys, along with a processing fee of \$290. Applicants can then expect a clearance decision within a 30 working days, although most decisions will be made within two weeks of payment of the City Planning processing fees.

2. When City Planning's review is completed, a letter will be sent to the applicant or applicant's representative. This letter will indicate any conditions which must be met, and, in the case of most permits, will require the completion of a Specific Plan Covenant and Agreement approved by the Departments of City Planning and Transportation.

a. A blank Covenant and Agreement form should be included with the determination letter. It is also available directly from the Van Nuys Office of Neighborhood Planning and the West Valley Office of the Department of Transportation.

b. The Applicant records the approved Covenant and Agreement with the Los Angeles County Recorder and files certified copies with the Departments of City Planning and Transportation.

3. Once the Applicant has completed the Covenant and Agreement form and complied with any other requirements of the Department of Transportation, the DOT's West Valley Office can clear the project. The clearance consists of a stamp and signature on each page of the final, corrected plans and a sign-off on the permit application form. To be fully cleared by the Department of Transportation, the Applicant must pay the following fees:

a. All DOT permit processing fees, the schedule of which is contained in the DOT section of this Procedures Manual.

b. All applicable Transportation (Project), as determined by the Department of Transportation. These fees must be paid prior to the DOT's clearance at Room 1200 City Hall.

4. Once the Applicant has completed the Covenant and Agreement, been cleared by the Department of Transportation for the Specific Plan's transportation provisions, and complied with any other requirements of

the Department of City Planning, the Neighborhood Planning Division can clear the Project. The clearance consists of a sign-off on the Applicant's work sheet, a stamp and signature on each page of the final, corrected plan, and a sign-off on the permit application form. Any required conditions will noted on each of these three documents. The permit application sign-off, however, is given by the City Planning Public Counter in Van Nuys or City Hall, not by the Neighborhood Planning Division.

Department of Building and Safety

The following procedures shall be followed by plan-checkers prior to the issuance of any permit for a Project located in the Ventura/ Cahuenga Boulevard Corridor Specific Plan area (see definition of Project). Note that demolition permits are exempt from provisions of this ordinance.

Definition of Project:

Any construction, erection, addition to, or structural alteration of any building or structure, a use of land or change of use on a lot located in whole or in part within the Specific Plan area which requires the issuance of any building permit, foundation permit, grading permit or sign permit. A project shall not include interior construction which does not increase the number of trips, as determined by the Department of Transportation, or increase the floor area, or have increased parking requirements pursuant to Section 7.E of the Specific Plan or include a use which is prohibited by Section 5.A.2 of the Specific Plan.

(I) CONSTRUCTION OF NEW BUILDINGS AND ADDITIONS TO EXISTING BUILDINGS

1. Verify that the applicant has obtained project approval sign-off from the Department of City Planning and Department of Transportation on the permit application and a signed, dated, and stamped approval on each sheet of the final set of plans. Refer the applicant to:

Public Counter Vahan Pezeshkian
Department of City Planning
Department of Transportation
6251 Van Nuys Blvd. 19040 Vanowen Street
Van Nuys Reseda
Tel. 818/989-8596 Tel. 818/376-6929

2. The applicant shall furnish a recorded and certified copy of the Specific Plan's covenant and agreement approved by the Departments of City Planning and Transportation, restricting retail uses only on the ground floor. The requirement shall apply to projects located in Pedestrian Oriented Areas. (See attached maps).

a. Verify that the building floor area to the lot's buildable area (F.A.R.) ratio does not exceed the following allowable levels: (See attached maps for plan designation

areas). Note that the definition of buildable area in this ordinance is not the same as in the L.A.M.C.

b. Note that D.O.T. may reduce allowable floor area based on allowed Trip Generation for a given lot.

F.A.R.

Neighborhood/Office Plan Designation area (N.O.C.) 1.0:1

Community Commercial Plan Designation area (C.O.M.C.) 1.25:1

Regional Commercial Plan Designation area (R.E.G.C.) West of 405 Fwy 1.25:1

Regional Commercial Plan Designation (R.E.G.C.) East of 405 Fwy 1.5:1

4. As required per Section 9.B.2 of the ordinance, for new shopping centers (As defined in the ordinance), which will contain one or more restaurants, the applicant shall provide a certified copy of a covenant and agreement recorded to the satisfaction of the Departments of Transportation and City Planning stipulating a maximum allowable area for restaurant use.

5. Verify building yards and setbacks in accordance with Section 7.A of the Ordinance.

6. Verify allowable maximum lot coverage according to:

Building Coverage
Max. Area of Lot

Regional Commercial Designation area 75%
Community Commercial Designation area 75%
Neighborhood/Office Designation area 60%

7. Height of the project shall not exceed the limits as set in Section 7.D.1 of the ordinance.

8. Parking requirements per Section 7.E.1 of the ordinance shall be as follows:

Use: Number of stalls required per floor area

Office (Other than medical/dental) 1 per 300 sq.ft.

Commercial 1 per 250 sq.ft.

Restaurant 1 per 100 sq.ft.

Hotel and Motel 1 per guestroom

Hospital 2.5 per patient bed

Theaters 1 per every 2 seat

Auditoriums, Convention Facility,
Church and Stadium 1 per every 2 seat

(When no fixed seating provided)1 per 21 sq. ft.

Child Care, Preschools,
Elementary & Secondary School1 per every 300 sq.ft.

For any use not included above, see Section 12.21.A.4 of the L.A.M.C.

Note:The Specific Plan has special parking provisions for Applicants using Municipal off- street parking facilities or off-site parking. See Sections 7.E.2 and 7.E.3 of the Specific Plan ordinance.

9. Per Section 14 of the ordinance, no building, foundation, sign, or grading permit shall be issued until the applicant has provided a certified copy of the covenant and agreement recorded to the satisfaction of the Departments of City Planning and Transportation acknowledging the contents and limitations of the Specific Plan, as well as specific transportation or land use conditions attached to the lot. Applicants must have the legal description of the property approved by the Cartography Section, at Room M-80 of City Hall.

(II) ALTERATIONS AND CHANGE OF USE OF EXISTING BUILDINGS

1. Note that if the number of traffic trips generated due to a change of use is not increased, as determined by Department of Transportation, then the applicant may obtain a sign-off from D.O.T. exempting the project from the transportation provisions of the Specific Plan. This determination is made by:

Vahan Pezeshkian
Department of Transportation
19040 Vanowen Street
Tel. 818/376-6929

2. Verify that the applicant has obtained project approval sign-offs from the Departments of City Planning and Transportation on the permit application and a signed stamped approval on each sheet of the final set of plans. Refer the applicant to:

D. Tehrani or R. PlatkinVahan Pezeshkian
Department of City PlanningDepartment of
Transportation
6255 Van Nuys Boulevard19040 Vanowen Street
Tel. 818/989-8440Tel. 818/376-6929

3. For projects involving a change of use on the first floor of a building, the applicant shall furnish a certified copy of the recorded covenant and agreement approved by the Departments of City Planning and Transportation, restricting retail uses only on the ground floor. This requirement shall apply to projects located in designated Pedestrian Oriented Areas.

4. Parking requirements shall be according to the following table. Note that these parking requirements shall apply only to the square footage of the floor area devoted to the change of use.

Use:	<u>Number of parking stalls required per floor area</u>
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Office (Other than medical/dental)	1 per 300 sq.ft.
------------------------------------	------------------

Commercial	1 per 250 sq.ft.
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Restaurant	1 per 100 sq.ft.
------------	------------------

Hotel and Motel	1 per guestroom
-----------------	-----------------

Hospital	2.5 per patient bed
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Theaters	1 per every 2 seat
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Auditoriums, Convention Facility, Church and Stadium	1 per every 2 seat
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(When no fixed seating provided)1 per 21 sq.ft.

Child Care, Preschools,
Elementary & Secondary School1 per every 300 sq.ft.

For any use not included above, see Section 12.21.A.4 of the L.A.M.C.

Note:The Specific Plan has special parking provisions for Applicants using Municipal off-street parking facilities or off-site parking. See Sections 7.E.2 and 7.E.3 of the Specific Plan ordinance.

5. Per Section 14 of the ordinance, no building, foundation, sign, or grading permit shall be issued until the applicant has provided a certified copy of the covenant and agreement recorded to the satisfaction of the Departments of City Planning and Transportation acknowledging the contents and limitation of the Specific Plan.

(III) SIGNS

1. Pursuant to Section 8 of the Specific Plan, no sign permit shall be issued until the project has received a Project Approval from the Department of City Planning.

2. New signs shall comply with Section 10 of the Ventura/ Cahuenga Boulevard Corridor Specific Plan Ordinance.

3. Monument signs and pole signs shall be provided with a landscaped area equal to or greater than the surface area of the sign pursuant to Section 10.C.1.b (ii) and (v) of the Specific Plan Ordinance. This landscaped area shall be approved by the Department of City Planning.

4. Existing non-conforming signs may remain to the extent allowed per Section 10.E(i) of the ordinance.

5. Any repair to an existing sign shall conform to the Section 10.E (ii) of the ordinance.

6. Per Section 14 of the ordinance, no sign permit shall be issued until the applicant has provided a certified copy of the covenant and agreement recorded to the satisfaction of the Departments of City Planning and Transportation acknowledging the contents of the Specific Plan. Most sign permits, particularly those which can be handled over the counter, will be excused from this requirement.

(IV) MISCELLANEOUS

Termination of covenants, specifically lot ties need to be verified by Department of Transportation since trips are based on "lot area" of a project site.

Department of City Planning

I. THE PROCESSING OF PROJECT APPROVALS

1. Primary and Secondary Responsibilities: In general, a Project shall be subject to a Department of City Planning Project Approval, and no building, sign, grading, or foundation permit can be issued unless an Applicant complies with the provisions of the Specific Plan. (Sec. 5.A.1)

a. City Planning was the lead agency for preparing and adopting the Specific Plan. In terms of implementation, the primary responsibilities of the City Planning Department are for design and landscape review of all Projects. The basic steps of this process are:

- o Basic tutorials on the Specific Plan cannot be provided, but questions on specific provisions can be answered once a potential applicant has reviewed the Specific Plan ordinance, summary, and Procedures Manual. The Ordinance can be purchased directly from the City Clerk's Office at City Hall. Additionally, copies of the Specific Plan ordinance and Procedures Manual are available from the City Planning Public Counter in Van Nuys.

- o Before project plans have been submitted to the Department of Building and Safety, City Planning can provide informal consultation on preliminary plans.

- o The City Planning Public Counter in either Van Nuys or City Hall issues a City Planning Work Sheet based, in part, on the Zoning Information (ZI) index numbers placed by the Department of Building and Safety on the Applicants permit application.

- o The Applicant contacts City Planning's Neighborhood Planning Division in Van Nuys by telephone (818/989-8440) to arrange an appointment.

- o At the time of the appointment with the Applicant, City Planning confirms that the applicant has a Worksheet, has paid the City Planning processing fee of \$290, and has the support materials listed under the APPLICANT section of this Manual. City Planning can then either request additional material or accept the case for an Approval decision.

- o Most wall signs are cleared "over the counter." Wall sign Approvals requiring staff investigation, as well as other types of Projects, are taken in by staff for later review.

- o If the case is accepted for later review, City Planning then has 30 working days to render a decision. The project can be Approved, Disapproved, or corrections/additional materials can be requested. If a Specific Plan Covenant and Agreement is requested, it will be sent with the determination letter or can be picked up directly by the Applicant.

- o If corrections or additional materials are requested, the Applicant must bring them directly to Neighborhood Planning's Valley Office to receive a Specific Plan clearance.

- o If the Project was approved based on the submitted materials, the Applicant may set up an appointment with Neighborhood Planning to have his original worksheet signed, his building plans stamped and signed, and his permit application signed. Neighborhood Planning will note any conditions on the permit application form, and the Public Counter will sign this form.

b. The secondary responsibility of the City Planning Department is to assist the Departments of Transportation and Building and Safety in the implementation of the Specific Plan, in particular in determining the intent of the Specific Plan ordinance and the lines of coordination among different City Departments.

2. Landscaping: Most building permit Projects must conform to the Specific Plan's landscaping requirements, as approved by the Department of City Planning (Sec. 7, in entirety.). Important landscaping provisions include the following:

- a. All Projects must contain a minimum 18 inch landscaped setback area measured from the front lot line. This setback must be open to 15 feet of height (Sec. 7.A.2.a). The intent of this provision is to require recessed landscaped areas in buildings which would otherwise be flush to the front sidewalk. In practice, small portions of the building may be flush with the sidewalk, as long as the recessed landscaped area remains.

- b. Gas Stations must be landscaped to the satisfaction of the Department of City Planning based on guidelines to be approved by the Director of Planning (Sec. 7.C.4).

c. Pole signs and monument signs must be sited within a landscaped area equal to or greater than the surface area of the sign. This landscaped area must be approved by the Department of City Planning.

d. Parking lots must have a ten foot landscaped buffer zone on their perimeter and have at least 15 percent landscaped coverage. This landscaping must be approved by the Department of City Planning. (Sec. 7.C.1.b and c)

e. Parking lots must screen cars from view and must integrate landscaping into this screening scheme. The landscape plan must be approved by the Department of City Planning. (Sec. 7.C.2)

f. At least 60 percent of all yards shall be landscaped to the satisfaction of the Department of City Planning. (Sec. 7.C.3)

g. Discretionary entitlements granted by the Department of City Planning in the Specific Plan area shall impose landscaping requirements to adjacent public areas pursuant to the streetscape recommendations in the Interim Design Guidelines. (Sec. 11.A)

3. Parking: the Department of City Planning is authorized to make the following decisions regarding the parking requirements of the Specific Plan.

a. If an Applicant wishes to meet the parking requirements of the LAMC or the Specific Plan through valet parking, he/she shall submit an application, including site maps, to the Department of City Planning for valet parking approval. The approved applications shall be recorded as condition on the Specific Plan's Covenant and Agreement with the County Recorder. (Sec. 7.E.3)

b. Review applications to use municipal parking facilities to meet the parking requirements of the Specific Plan or the Los Angeles Municipal Code. (Sec. 7.E.2)

4. Use Determinations: The Department of City Planning is authorized to make the following use determinations for provisions of the Specific Plan, including special entitlements.

a. It will determine whether uses proposed for Pedestrian Oriented Areas conform to the requirement to place retail or Pedestrian Serving uses at the Ground Floor. For uses which the Specific Plan does not identify as Pedestrian Serving Uses, Applicants may appeal to the Office of the Zoning Administrator for a determination. (Sec. 5.A.2)

b. Mixed Use Projects, when placed in any Community Commercial Plan Designation area or the Regional Commercial Plan Designation portion of Encino are entitled to a Floor Area Ratio bonus of up to 0.25. (Sec. 7.D.4)

c. Mixed Use Project, when placed in the Regional Commercial Plan Designation portion of Sherman Oaks are

entitled to a 12 foot height bonus. This bonus is granted in the form of a conditional use by the City Planning Commission.

5. Fee Determinations: The Department of City Planning will make the following determinations related to fee exemptions calculated by the Department of Transportation for the Transportation (Project) Impact Assessment Fee.

a. Pedestrian Serving Uses, when placed at the Ground Floor of buildings in Pedestrian Oriented Areas, are eligible for a waiver of mitigation fees. (Sec. 9.C.4.b)

b. Mixed Use Projects, when placed in Community Commercial Plan Designations or the Regional Commercial Plan Designation area of Encino are entitled to a waiver of mitigation fees. (Sec. 9.C.5.a)

c. Supermarkets, gas stations, day care centers, certain government and nonprofit offices, and publicly accessible meeting rooms are eligible for Transportation (Project) Impact Mitigation Fee waivers from the Department of Transportation if approved by the Department of City Planning. (Sec. 9.C.4)

5. Covenant and Agreement: The Department of City Planning requires a Specific Plan Covenant and Agreement for all Projects, except wall signs. This form can be obtained at either the West Valley Office of the Department of Transportation or the Van Nuys Office of the Department of City Planning. Approvals must be obtained from these same City offices, as well as the Cartography Section of the Department of Building and Safety (City Hall, Room M-80). A certified copy of the recorded Covenant and Agreement shall be delivered to the Departments of City Planning and Transportation prior to the issuance of a building permit.

a. In Pedestrian Oriented Areas, the Covenant and Agreement required of Applicants shall obligate each Project to have a ground floor restricted to retail uses or Pedestrian Serving Use. A certified copy of the Covenant and Agreement shall be delivered to the Departments of City Planning, Building and Safety, and Transportation prior to the issuance of any building permit. (Sec. 5.A.2)

b. If an Applicant wishes to meet the parking requirements of the LAMC or the Specific Plan through valet parking, he/she shall submit an application, including site maps, to the Department of City Planning for valet parking approval. These approvals for valet parking shall be recorded as a condition on the Specific Plan's Covenant and Agreement for. (Sec. 7.E.3)

c. New shopping centers require a Covenant and Agreement condition which lists the percentage of floor area to be devoted to restaurant uses. This figure will be used in trip fee and parking space calculations. (Sec. 9.B.2)

d. Other fee waiver alternatives offered by the Specific Plan, such as specific uses, must be added as conditions to the Covenant and Agreement. (Sec. 9.C.4)

II. PROCESSING PROJECT APPROVALS APPEALS AND EXCEPTIONS TO THE SPECIFIC PLAN

1. All applicants have the right to apply to the City Planning Commission for relief from provisions of the Specific Plan. The procedures for Exceptions to a Geographic Specific Plan are found in Section 11.5.7.D of the Los Angeles Municipal Code. Application forms may be obtained from and submitted to the Public Counters of the Department of City Planning at Room 460 of City Hall or at 6251 Van Nuys Boulevard.

The intention of this provision of the code is to offer relief to the Specific Plan for applicants with extenuating circumstances.

2. Section 8.A.3 of the Specific Plan ordinance gives Applicants the right to appeal Project Approval decisions to the City Planning Commission. Appeals must be filed within 15 days from the mailing of the determination letter. The appeal can be submitted directly to the City Planning Commission and should take the form of a letter describing the Project, the decision or conditions which are being appealed, and the reasons why the applicants believe that City staff have erred in disapproving their project or imposing conditions. A copy of the Department of City Planning's Project Approval letter, as well as a copy of the Project Approval Application form should be attached to appeal letter submitted to the City Planning Commission.

The intention of this provision of the Specific Plan is to offer relief to Applicants who believe City staff erred in either disapproving a Project Approval application or attaching conditions to a Project Approval decision.

III. MONITORING THE SPECIFIC PLAN AND PREPARING SUPPLEMENTARY SPECIFIC PLAN DOCUMENTS

1. Final Design Guidelines: The Department of City Planning is responsible for the following:

a. The Department of City Planning must develop landscaping guidelines for gas stations.

b. The Department of City Planning must develop a Final Design Plan for the Specific Plan area to replace the existing Interim Design Guidelines. (Sec. 8B)

c. The Department of City Planning must develop a Streetscape Plan for the areas of public dedication.

d. In addition to requirements mandated by the Specific Plan Ordinance, the City Council has also directed the City Planning Department to:

o Prepare a bond issue to finance the transportation improvements called for by the Specific Plan. This bond

issue would be financed through the Assessment Fees levied on Projects in the Specific Plan area.

o Prepare and implement bond issues in the Specific Plan area for features of the Specific Plan which cannot be financed from transportation impact fees because of nexus issues.

2. Plan Review Board: The Department of City Planning must set a meeting schedule and agenda for the Plan Review Board. (Sec. 12)

3. Annual Report: In cooperation with the Department of Transportation, the Department of City Planning prepares an annual report on the implementation of the Specific Plan. This plan will be presented to the Plan Review Board, the City Planning Commission, and the City Council for their review. This report will contain specific recommendations for changes which should be effected by the City Council.

4. Specific Plan Restudy: After 10,000 net new trips have been permitted within the Specific Plan area, the Department of City Planning will join with the Department of Transportation to conduct a comprehensive review of all provisions, including supporting data and analyses, of the Ventura/Cahuenga Boulevard Corridor Specific Plan.

Department of Transportation

1. Provide assistance to Specific Plan Applicants at the West Valley Office of the Department of Transportation. Applicants must make an appointment by telephone before coming to the office for a consultation or for a sign-off on a building permit application. Contact Vahan Pezeshkian, Armen Terhovhatians, or Mario Enriques at 818/376-6929.

2. Review all Projects for compliance with the transportation provisions of the Specific Plan, Ordinance Number 166,560.

Processing fees for this review are as follows:

a. For Projects with 42 or fewer Net New Trips, for which a Traffic Assessment is not required.

i. If there are no applicable street dedications/improvements and no Transportation (Project) Impact Assessment Fee is required. \$200

ii. If there are applicable street dedications/improvements and if Transportation (Project) Impact Assessment Fees are required. \$400

b. For Projects with 43 or more Net New Trips, for which a Traffic Assessment is required.

i. A Traffic Assessment is required upon application. Applicable street dedications/improvements and Transportation (Project) Impact Assessment Fees may be required. \$500

ii. If the Traffic Assessment indicates \$2,100 plus significant impacts, the design and \$50 for every review of mitigation measures is 1,000 sq. ft. required, as well as possible of floor area, street dedications/improvements and up to a maxi Transportation (Project) Impact mum of \$25,000.

Assessment Fees.

3. Determine the highway dedications, mitigation fees, and other transportation programs required by all Specific Plan Projects. A development which generates Net New Trips is required to make the applicable highway dedications and improvements and pay the Transportation Impact Assessment (TIA) Fee (i.e., also called the Project Impact Assessment Fee) if not so exempted. The fees for the five communities in the Specific Plan are:

Studio City \$3,885 per Net New Trip
Sherman Oaks \$4,277 per Net New Trip
Encino \$4,227 per Net New Trip
Tarzana \$4,153 per Net New Trip
Woodland Hills \$2,496 per Net New Trip

The DOT must determine that all required street improvements have been guaranteed through the B-permit process before clearing the issuance of a building permit.

4. The DOT may require a Traffic Study for projects generating 43 or more P.M. Peak Hour trips. The DOT assures that Project-related traffic impacts are mitigated and guaranteed through the B-permit process. This process can take several weeks.

5. Obtain a completed Specific Plan Covenant and Agreement from all applicants. Applicants must complete a form called the owner's Declaration of Covenants and Agreements. It contains a general acknowledgment of the Specific Plan, as well as all permanent conditions imposed by the Departments of Transportation and City Planning. Completion involves the following steps:

a. Forms for the Declaration of Covenants and Agreements can be obtained from the Department of Transportation, at 19040 Vanowen Street, Reseda, or Department of City Planning at 6255 Van Nuys Boulevard, Van Nuys.

b. A Declaration of Covenant and Agreements is to be signed by the property owner and must be notarized.

c. The Department of Building and Safety's Cartography Section, at Room 460-M80 of City Hall, verifies the legal description of the property on the Declaration of Covenants and Agreements form.

d. The Department of Transportation and the Department of City Planning must review, approve, and sign the Declaration of Covenants and Agreements form before it can be recorded with the Los Angeles County Recorder.

e. Record the Declaration of Covenants and Agreements at the Hall of Records, 207 North Broadway, Los Angeles. Obtain a certified copy.

f. Bring the building permit application, site plans, and a certified copy of the recorded Declaration of Covenants and Agreement form to 19040 Vanowen Street, Reseda. At this point the permit application will be signed and the plans stamped.

g. If you have not already done so, take the signed permit application and site plan to City Planning 6255 Van Nuys Boulevard, Van Nuys, for their clearance.

6. The Department of Transportation is charged with the responsibility of maintaining the following records necessary for the implementation of the Specific Plan:

a. Number of Net New Trips permitted within each Specific Plan community. (Sec. 6D)

b. Number of total Net New Trips permitted with the entire Specific Plan area. (Sec. 6E)

c. Number of critical intersections operating at Levels of Service E or F. (Sec. 6E)

7. The Department of Transportation reviews applications to use municipal parking facilities to meet the parking requirements of the Specific Plan or the Los Angeles Municipal Code.

8. The Department of Transportation determines on January 1 of each year the extent to which the Transportation (Project) Impact Assessment Fee must be indexed to reflect the increased costs of implementing the Specific Plan's transportation mitigation program.

9. The Department of Transportation determines the amount of Transportation (Project) Impact Mitigation Fees owed by projects permitted under the jurisdiction of the Ventura/Cahuenga Boulevard Interim Control Ordinance and submit bills for this amount to applicants. (Sec. 9.C.3)

City Planning Commission

1. Review the annual report on Specific Plan prepared jointly by the Department of City Planning and the Department of Transportation. Make appropriate recommendations for Specific Plan amendments.

2. Consider all Exceptions to a Geographic Specific Plan (LAMC 1.5.7.D) cases arising from applicants requesting relief from specific provisions of the Ventura/Cahuenga Boulevard Corridor Specific Plan (Sec. 5.B).

3. Consider all appeals to Specific Plan determinations made by staff of the Departments of Building and Safety, Transportation, or City Planning regarding Specific Plan Project Approvals.

4. Approve Final Design Guidelines when they are approved by the Department of City Planning. These guidelines will be based on the Interim Design Guidelines and will address both building design and on-site landscaping.

5. Grant conditional uses for Mixed Use Projects in the Sherman Oaks Regional Commercial Plan Designation area which request an additional 12 feet of height pursuant to Section 7D4 of the Specific Plan.

City Council

1. Appoint two members of the Plan Review Board from each Council District.

2. Review the Specific Plan Annual Report prepared by staff from the Department of Transportation and the Department of City Planning, after it has been reviewed by the Plan Review Board and the City Planning Commission. Consider changes in Specific Plan provisions recommended in the staff report or supplementary information from the Plan Review Board and the City Planning Commission.

3. Consider appeals from decisions of the City Planning Commission regarding Specific Plan Project Approvals or Exceptions to a Geographical Specific Plan.

4. Consider amendments to the Specific Plan prepared by the City Attorney, as well as related letters and testimony from the public.

5. Approve annual changes to the Transportation (Project) Impact Mitigation Fee prepared and submitted by the Department of Transportation.

MAYOR

Appoint one member of the Plan Review Board.

Original Credit Page

ORIGINAL COMMUNITY PLAN STAFF

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Frank P. Lombardi, Executive Officer
Glenn Blossom, City Planning Officer

COMMUNITY PLANNING AND DEVELOPMENT DIVISION

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MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN

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Mulholland Scenic Parkway Specific Plan

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5. Administrative Responsibilities

Part 1

MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN ORDINANCE 167,943 EFFECTIVE JUNE 29, 1992

SUMMARY OF PROVISIONS

The general intent of the Mulholland Scenic Parkway Specific Plan is to promote and maintain Mulholland Drive as a scenic parkway. The Plan contains various provisions aimed at minimizing the impact of new structures, preserving the recreational and open space facilities and resources in the area, and promoting the preservation of existing native vegetation consistent with the natural environment which surrounds it.

Inner Corridor Regulations.

The inner corridor regulation apply to the area which extends 500 feet outward from the outermost boundary of the Mulholland Drive right-of-way.

Provisions for this area are contained in Section 5 of the Plan ordinance. Section 5 is subdivided into four district parts:

- Uses;
- Environmental protection measures;
- Grading; and
- Building standards.

Uses.

These uses are permitted provided they conform and are consistent with the intent of the Plan:

- One-family dwellings and related parking and accessory buildings
- Fences, gates and walls
- Driveways
- Night lighting on private property
- Landscape materials
- Core trail
- Major vista points

These discretionary uses may be permitted provided the Director approves such uses after making certain findings:

- Private recreational facilities and associated lighting
- Parks, playgrounds, equestrian facilities and game courts
- Temporary uses and structures required by special events
- Schools, churches, and accessory buildings

Environmental Protection Measures.

In order to preserve and enhance the parkway's outstanding and unique scenic features and resources, the Plan provides environmental protection measures for the following:

- Prominent ridges
- Streams
- Projects near parklands
- Oak trees
- Archeological and paleontological resources

Grading.

In order to minimize grading and preserve the natural topographic variation within the Plan area, a limited amount of grading is permitted within the inner corridor.

The amount of grading allowed is one cubic yard of earth per four square feet of lot area per lot. The Director may approve grading up to two cubic yards of earth per four square feet of lot area per lot. However, corrective grading as determined by the Department of Building and Safety is not to be included in this calculation.

Building Standards.

The allowable height of a building in the inner corridor is defined by two provisions. The first applies to lots that abut the Mulholland Drive right-of-way. These lots cannot exceed a height of 15 feet maximum. Buildings built beyond the initial 100 feet up to outer limit of the inner corridor cannot exceed a height of 30 feet for a upslope lot and 40 feet for a downslope lot.

Within this provision, other building standards apply to such items as yard requirements; fences, gates and walls; drains pipes; utilities within new subdivisions; and roofs.

Outer Corridor Regulations.

The outer corridor regulations apply to the area which lies between the inner corridor outermost boundary and one-half mile outward from the Mulholland Drive right-of-way.

Provisions for this area are contained in Section 6 of the Plan ordinance. Section 6 is subdivided into four district parts similar to Section 5:

1. Uses;
2. Environmental Protection Measures;
3. Grading; and
4. Allowable building heights.

Uses.

The uses allowed in the inner corridor are also allowed in the outer corridor provided they conform to and are

consistent with the intent of the Plan. Additionally, commercial, low-medium I, and low-medium II uses are allowed provided they are consistent with the applicable community plan.

Discretionary uses permitted in the inner corridor are permitted in the outer corridor.

Environmental Protection Measures.

All the environmental protection measures required in the inner corridor are required in the outer corridor.

Grading.

The amount of grading allowed in the outer corridor is two cubic yards of earth per four square feet of lot area per lot. The Director may approve up to 4 cubic yards per four square feet of lot area. However, corrective grading as determined by the Department of Building and Safety is not to be included in the calculation.

Allowable Building Height.

The allowable height of building or structure visible from Mulholland Drive shall not exceed 40 feet.

Mulholland Drive and Right-of-Way Regulations.

As a means of preserving Mulholland Drive as a slow-speed, low-intensity drive, Section 7 of the Plan provides a number of regulation to maintain Mulholland Drive as a two lane, one lane in each direction, highway.

Section 7 is subdivided into five parts of which the first two, Changes and/or Improvements and Alignment and Design, are most significant:

Changes and Improvements

- No change or improvement may be made to the alignment or design of Mulholland Drive without the prior approval of the City Council.
- An exception to this is for road resurfacing and street maintenance.

Alignment and Design.

Any changes or improvements to the alignment or design of Mulholland Drive must conform to the following standards:

- Roadway and alignment - Mulholland Drive must remain at its existing alignment
- Right-of-way - the width of the right-of-way must remain as is.
- Travel lanes and shoulders - Mulholland Drive shall consist of two travel lanes, one in each direction with a maximum width of 15 feet per lane. The shoulder shall

be five feet wide.

- Turn lanes - prior approval for a turn lane is required and shall be a maximum of 12 feet wide.
- Speed limit - to the extent permitted by law, the posted speed limit shall prohibit speeds in excess of 25 miles per hour.
- Sidewalks, curbs and berms - no sidewalks or curbs shall be permitted. Berms are allowed for drainage control.
- Median strip - no median strip is allowed.
- Signs - signs indicating the location of the core trail crossings and the major Vista Points are allowed only.
- Plant material - existing fire resistant, native-type plants and trees shall be preserved.
- Existing slopes - no grading of existing slopes is allowed if they are stable.
- Rock formation and outcropping - all natural rock formations and outcroppings shall be preserved on site.

Core Trail.

Section 8 allows for the creation of a core trail to be utilized by hikers, joggers and equestrians. The location and design of the core trail shall be approved by the City Council.

Major Vista Points.

Section 9 designates 14 major vista points, 4 of which currently exist. Development of the remaining locations to be approved by the City Council.

Landscaping.

The Plans landscaping standards are intended to preserve the area's existing native plants and to promote the replanting of graded slopes. The standards are:

- Graded slopes must be landform graded and landform planted. Landscaping must be installed within 6 months of the completion of grading.
- Plant material in the inner corridor shall not obstruct the view from Mulholland Drive.
- Landscaping shall consist of native-type fire resistant plant materials.
- Oak trees shall not be removed.
- Native trees must be replaced with the same type of tree on a 2 to 1 ratio.

- A landscape plan must be submitted to the Design Review Board for review and approval.

Design Review Process.

The Mulholland Scenic Parkway Specific Plan establishes a Design Review Board.

At least three members of the Board must be residents of the Mulholland area or its immediate environs and three members must be from professions involved in construction or design.

The primary responsibility of the Board is to ensure that the dictates of the Mulholland Scenic Parkway Specific Plan are strictly followed. The Board makes recommendations to the Director of Planning regarding the design of all projects, including site layout, facade design, materials, landscaping, building bulk, height and other design features.

The Mulholland Scenic Parkway Specific Plan outlines the following procedures for the Design Review Board:

1. Prior to the submission of working drawings to the Department of Building and Safety, the Board reviews preliminary site plans for consideration and approval.
2. The Board has ten days subsequent to receipt of plans to submit a recommendation to the Director of Planning.

The recommendation, submitted to the Director of Planning in writing, must consider compliance with the relevant criteria indicated in Mulholland Scenic Parkway Specific Plan.

3. In the event the Planning Director's decision differs substantially from that of the Board, the Director must indicate why it differs, as a part of his findings. The Board or any other aggrieved party, has the right to appeal his decision to the City Planning Commission and ultimately to the City Council.

MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN
ORDINANCE 167,943
EFFECTIVE JUNE 29, 1992

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Part 4

**MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN
ORDINANCE NO. 167,943
ADOPTED MAY 13, 1992**

An ordinance establishing a specific plan for the Mulholland Scenic Parkway.

WHEREAS, Mulholland Drive, opened in 1924, makes available to all people spectacular mountain, ocean and city views, and scenic and recreational opportunities from the Hollywood Freeway to the westerly Los Angeles City-County boundary line; and

WHEREAS, these amenities and resources are valuable to the city as a whole, and should be protected and enhanced by means of land use and design controls tailored to the physical character of the Mulholland Scenic Parkway and Santa Monica Mountains; and

WHEREAS, these scenic and recreational resources form a portion of the Santa Monica Mountains National Recreation Area, unique to a major urban area, recognized by Federal, State and local plans and programs; and

WHEREAS, the Santa Monica Mountains Comprehensive Plan, approved by the United States Secretary of the Interior, calls for coordinated development within the Mulholland Scenic Parkway to ensure consistency with the objectives of said plan; and

WHEREAS, the Scenic Highways Plan, a part of the Circulation Element of Los Angeles City's General Plan, designates the Mulholland Scenic Parkway as a scenic highway and mandates that scenic corridor specific plans be prepared for each designated scenic highway consisting of corridor boundaries and specific controls for the protection and enhancement of scenic resources, individually tailored to the unique character of each designated scenic highway; and

WHEREAS, the City's other adopted General Plan elements, including the Open Space Plan and portions of the Bel Air-Beverly Crest District Plan, the Brentwood-Pacific Palisades District Plan, the Encino-Tarzana District Plan, and the Sherman Oaks-Studio City-Toluca Lake District Plan also call for a specific plan and/or other plans and ordinances to assure protection of Mulholland Drive as a scenic corridor; and

WHEREAS, sensitive development assured by a specific plan which integrates the transportation, land use and recreation aspects of the scenic parkway will create a low-intensity, low-volume, slow-speed, parkway-type setting; and

WHEREAS, such specific plan implements the spirit and intent of the recommendations and guidelines contained in the Report of the Citizens Advisory Committee on the Mulholland Scenic Parkway adopted by the City Council on March 26, 1973; and

WHEREAS, on March 26, 1973, the City Council directed the Director of Planning to conduct the necessary studies and to prepare an ordinance to implement and accomplish the preservation of the Mulholland Scenic Parkway; **NOW THEREFORE,**

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:**

Section 1. ESTABLISHMENT OF MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN.

The Mulholland Scenic Parkway Specific Plan is hereby established and is applicable to that area of the City of Los Angeles shown within the thick solid black line delineating the inner corridor, and between the thick solid black line and the dashed black line delineating the outer corridor on the maps designated 1A through 6A.

Sec. 2. PURPOSES.

The purposes of this Specific Plan are as follows:

- A. To assure maximum preservation and enhancement of the parkway's outstanding and unique scenic features and resources.
- B. To preserve Mulholland Drive as a slow-speed, low-intensity drive.
- C. To preserve and enhance land having exceptional recreational and/or educational value.
- D. To assure that land uses are compatible with the parkway environment.
- E. To assure that the design and placement of buildings and other improvements preserve, complement and/or enhance views from Mulholland Drive.
- F. To preserve the existing residential character of areas along and adjoining the right-of-way.
- G. To minimize grading and assure that graded slopes have a natural appearance compatible with the characteristics of the Santa Monica Mountains.
- H. To preserve the natural topographic variation within the Inner and Outer Corridors.
- I. To reduce the visual intrusion caused by excessive lighting.
- J. To minimize driveway and private street access into the right-of-way.
- K. To preserve the existing ecological balance.
- L. To protect prominent ridges, streams, and environmentally sensitive areas; and the aquatic, biologic, geologic, and topographic features therein.

M. To protect all identified archaeological and paleontological resources.

O. To provide a review process of all projects which are visible from Mulholland Drive to assure their conformance to the purposes and development standards contained in the Specific Plan and the Landform Grading Manual.

Sec. 3. SPECIFIC PLAN APPLICATION.

A. The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of Chapter I of the Los Angeles Municipal Code (Code) and any other relevant ordinance and do not convey any rights not otherwise contained therein, except as specifically provided for herein.

B. Whenever this Specific Plan contains provisions which require greater yard requirements, lower heights, more restrictive uses, more restrictive grading provisions, or other greater restrictions or limitations on development; or less restrictive provisions regarding open parking in front yards, than would be allowed pursuant to the provisions contained in Chapter 1 of the Code, the Specific Plan shall prevail and supersede the applicable provisions of that Code.

C. The procedures for the granting of exceptions to the requirements of this Specific Plan are set forth in Section 11.5.7 D of the Code. In approving an exemption to this Specific Plan pursuant to Section 11.5.7 D, the City Planning Commission may simultaneously approve any conditional use under its jurisdiction. Only one fee shall be required for joint applications.

D. The provisions of this Specific Plan shall not apply to any project where one or more of the following discretionary approvals initiated by application of the property owners or their representatives, and subject of a public hearing, was granted on or before the effective date of this Specific Plan and is still valid at the time an application for a building permit is filed: zone change, height district change, specific plan exception, conditional use, variance, tract map, parcel map, project permit pursuant to an interim control ordinance, coastal development permit or zoning administrator approval pursuant to Section 12.27 of the Code.

E. Corrective grading as determined by the Department of Building and Safety shall be exempt from the provisions of this Specific Plan.

Sec. 4. DEFINITIONS.

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in Sections 12.03 and 91.0401 of the Code, if defined therein.

Alignment: Location of the paved surface of Mulholland Drive shown on "Plan and Profile" or "Plan" documents, on file in the City Engineer's vault, as having been built prior to the effective date of this Specific Plan.

Bikeway: The shoulders of Mulholland Drive designated for use by bicyclists.

Board: The Mulholland Scenic Parkway Design Review Board.

Core Trail: A continuous trail within the right-of-way, designated on maps 1B through 6B, and designed for use by hikers, joggers and equestrians.

Director: The Director of the City Planning Department or his or her authorized representative.

Downslope Lot: Land which lies at an elevation less than the elevation of Mulholland Drive along the right-of-way.

Inner Corridor: The Mulholland Scenic Parkway right-of-way plus the additional area which extends 500 feet outwards from the outermost boundaries of the right-of-way, as designated on maps 1A through 6A by a thick solid black line and labeled MPI.

Institutional Use: Schools, churches and accessory buildings thereto.

Institutional Use Corridor: An area parallel to and 500 feet northerly and 500 feet southerly of the Mulholland Drive right-of-way, designated on maps 3A and 4A with a dashed black line and labeled as MP111, beginning on the west at the intersection of Mulholland Drive and the Centerline of Corda Drive and terminating on the east at the west line of the San Diego Freeway. Also, an area parallel to and 500 feet southerly of Mulholland Drive right-of-way beginning on the west at the east line of the San Diego Freeway and terminating on the east at a line that is parallel to and 400 feet westerly of the centerline of Roscomare Road.

Landform Grading Manual: A document, adopted by the City Council in June of 1983, and any amendments thereto, for the purpose of improving the aesthetic quality of hillside development projects through site planning techniques and landform grading, when safety conditions permit.

Major Vista Point: An area in the Mulholland Drive right-of-way, designated on maps 1A through 6B, which has exceptional mountain, ocean and/or city views and is set aside for public use.

Outer Corridor: That area which lies between the Inner Corridor's outermost boundary and one-half mile outward from the right-of-way, as designated on maps 1A through 6A by a dashed black line and labeled MP11.

Project: The construction of any building or structure, or the addition to, alteration, conversion, or change of use of any land, building or structure on a lot located in whole or in part within the Specific Plan Area; or any construction, alteration, conversion, or change of use of any building, structure or land in the right-of-way. For purposes of this Specific Plan, the term project shall not include interior remodeling.

Prominent Ridge: A mountain ridge which is visible from Mulholland Drive and is designated on maps 1B through 6B.

Scenic Parkway: That area designated on maps 1A through 6A and which includes the right-of-way, inner Corridor (MPI), outer corridor (MPII) and the institutional use corridor (MPIII).

Stream: A stream designated on the Mulholland Topographic/Lot-line maps on file with the Department of City Planning, which may include a water course having a surface or subsurface flow that supports or has supported riparian vegetation.

Upslope Lot: Land which lies at an elevation greater than the elevation of Mulholland Drive along the right-of-way.

View: A scenic pictorial sight of a mountain, ocean and/or city landscape.

Viewshed: A visual field within the inner corridor, with a seven degree angle determined by the line of sight at four feet above the edge of Mulholland Drive as depicted in Figure A.

Visible Project: A project on a lot which can be seen with normal 20-20 vision from a location on Mulholland Drive anywhere within the lot's visibility arc.

Visibility Arc: The arc of a circle that intersects Mulholland Drive which has a radius of three-quarters of a mile and its center located at the midpoint of the project lot(s).

Sec. 5. INNER CORRIDOR REGULATIONS.

A. Uses.

All projects visible from Mulholland Drive and located within the inner corridor shall conform to the following regulations:

1. Permitted Uses. The following uses shall be permitted subject to the following limitations:

- a. One-family dwellings and related parking and accessory buildings, provided they conform to the requirements of Subsection D of this Section;
- b. Fences, gates, and walls, provided they conform to the requirements of Subsection D 4 of this Section;
- c. Driveways, provided they conform to the requirements of Section 7 C of this Specific Plan;
- d. Night lighting on private property, provided it is low-height, low-illumination safety lighting of a color similar to incandescent light which is shielded and directed onto the property;

e. Landscape materials and associated irrigation equipment, provided they conform to the requirements of Section 10 of this Specific Plan;

f. A core trail, provided the design and location conforms to the requirements of Section 8 of this Specific Plan;

g. Major vista points, provided they conform to the requirements of Section 9 of this Specific Plan.

2. Discretionary Uses. The uses listed in paragraph b, below, may be permitted, provided the Director pursuant to Section 11 approves said uses after making the following findings:

a. Findings.

- i. The use does not destroy or obstruct a scenic feature or resource, or view from Mulholland Drive.
- ii. The use preserves the residential character along the right-of-way.
- iii. The use is compatible with the scenic parkway environment.
- iv. The use preserves and/or enhances land having exceptional recreational and/or educational value.
- v. Any grading is minimized.
- vi. Any graded slopes have a natural appearance compatible with the characteristics of the Santa Monica Mountains.
- vii. The use preserves the natural topography, prevents erosion and protects native vegetation.
- viii. The use preserves the ecological balance.
- ix. The use protects the prominent ridges, streams and environmentally sensitive areas, and the aquatic, biologic and topographic features therein.
- x. The use protects identified archaeological and paleontological sites.
- xi. The use minimizes driveway and private street access into the right-of-way.
- xii. The use minimizes the visual intrusion of lighting into the right-of-way.

In approving a discretionary use pursuant to Section 11, the Director may impose conditions to protect the public interest, to assure a project is compatible with adjacent uses, and to secure an appropriate project in harmony with the objectives of this Specific Plan.

b. Uses.

- i. Notwithstanding the provisions of Los Angeles Municipal Code Section 12.27 I to the contrary: Private recreational facilities and associated lighting including, but not limited to the following: parks, playgrounds, nature centers, equestrian facilities and game courts, except that a tennis court may only be allowed if located on a lot with an area of 15,000 square feet or more.
- ii. Temporary uses and structures required by special events held within the Specific Plan area.
- iii. Schools, churches and accessory buildings thereto, provided they are located within the institutional use corridor.
- iv. Open parking in front yards adjacent to Mulholland Drive right-of-way.
- v. Public recreation and environmental education projects may be located on publicly-owned land that is designated as open space by the respective community plan and/or the Open Space Element of the General Plan.

3. Exempted Uses. Buildings, structures, fences, gates, walls, recreation facilities and landscaping which are legally existing on or before the effective date of this Specific Plan are exempt from the regulations of this Specific Plan.

4. Prohibited Uses.

- a. A tennis court on a lot with an area of less than 15,000 square feet.
- b. Sanitary landfills.

5. Utility Related Structures. After receipt of the recommendations of the Board and the Director, the City Planning Commission shall make recommendations on the construction of utility related structures, such as power transmission lines, power distribution stations, telecommunication facilities, pumping stations, water tanks, water reservoirs, and water and gas lines. Such recommendations shall be based on the findings set forth in subdivision 2 and based on whether feasible alternate locations do not exist outside the inner corridor and whether the

facilities are designed, constructed and colored to minimize their visual intrusion on the parkway.

B. Environmental Protection Measures.

1. Prominent Ridges.

a. Grading on Prominent Ridges.

Notwithstanding Subsection C below, prominent ridges shall not be graded, altered or removed without the prior written approval of the Director pursuant to Section 11. The Director may approve up to 1,000 cubic yards of grading of a prominent ridge after making the following findings:

- i. The graded slopes have a natural appearance compatible with the characteristics of the Santa Monica Mountains.
- ii. The grading is compatible with the natural topography.
- iii. The Department of Building and Safety has determined that grading will minimize erosion.
- iv. The grading is necessary to allow the owner reasonable use of the lot.
- v. The grading will allow for a project more compatible with the purposes of the Specific Plan.

b. Construction. Buildings and structures visible from Mulholland Drive shall not be constructed on the top of a prominent ridge. Buildings and structures visible from Mulholland Drive shall not be constructed within 50 vertical feet of the top of a prominent ridge without the prior written approval of the Director pursuant to Section 11. The Director may approve construction of a building and/or structure within 50 vertical feet of the top of a prominent ridge, but not exceeding the top after making the following findings:

- i. The placement of the building and/or structure not destroy or obstruct a scenic feature or resource.
- ii. The placement of the building and/or structure complements the view from Mulholland Drive.
- iii. The placement of the building and/or structure minimizes driveway and/or private street access into the right-of-way.
- iv. The placement of the building and/or structure will allow for a project more

compatible with the purposes of the Specific Plan.

2. Streams. No project shall be constructed and no more than 100 cubic yards of earth shall be moved within 100 feet of either stream bank without the prior written approval of the Director pursuant to Section 11. In granting an approval, the Director shall make the following findings:

- a. The applicant has employed a biologist to prepare a report which contains the following: the location(s) of the stream's banks, an assessment of the riparian resources, an evaluation of the project's impact on the riparian resources and a recommendation of feasible mitigation measures.
- b. The applicant has submitted to the Director for his approval, a copy of the biologist's report and a covenant and agreement which runs with the land and which states that the mitigation measures recommended by the biologist and approved by the Director will be incorporated in the project and maintained. The covenant and agreement shall be recorded by the applicant.
- c. The project preserves the natural vegetation and the existing ecological balance.
- d. The project protects prominent ridges, streams, and environmentally sensitive areas and the aquatic, biologic geologic and topographic features therein.
- e. The project will not damage the integrity of a stream.

3. Projects Near Parklands. No project shall be erected and no earth shall be graded within 200 feet of the boundaries of any public parkland without the prior written approval of the Director pursuant to Section 11. The Director may approve the construction of a project or grading within 200 feet of public parkland after making the following findings:

- a. The project preserves the residential character along the right-of-way.
- b. The project will minimize erosion.
- c. The project preserves the natural vegetation and the existing ecological balance.
- d. The project protects identified archaeological and paleontological sites.
- e. The project minimizes driveway access into the right-of-way.

4. Oak Trees. No oak tree (*quercus agrifolia*, *lobata*, *q. virginiana*) shall be removed, cut down or moved

without the prior written approval of the Director. The Director may approve the removal, cutting down or moving of an oak tree after making the following findings:

- a. The removal, cutting down or moving of an oak tree will not result in an undesirable, irreversible soil erosion through diversion or increased flow of surface waters.
- b. The oak tree is not located with reference to other trees or monuments in such a way as to acquire a distinctive significance at said location.

5. Archaeological and Paleontological Resources.

Applicants which propose to grade more than 50 cubic yards per 5,000 square feet of lot area shall submit to the Director a preliminary archaeological and paleontological record search from the State Regional Archaeological Information Center (UCLA). If this search reveals that archaeological and paleontological resources may be located on the lot, the applicant shall file an environmental assessment with the Planning Department.

C. Grading.

1. No grading in excess of one cubic yard of earth per four square feet of lot area per lot visible from Mulholland Drive shall be permitted without the prior written approval of the Director pursuant to Section 11. However, corrective grading as determined by the Department of Building and Safety is not to be included in this calculation. The Director may approve grading up to two cubic yards of earth per four square feet of lot area per lot after making the following findings:

- a. The Department of Building and Safety or the Bureau of Engineering has determined that such grading is required to provide access driveways, pedestrian accessways, drainage facilities, slope easements, and/or dwelling foundations.
- b. All grading conforms to the standards set forth in the Landform Grading Manual, unless the Department of Building and Safety has determined that landform grading will conflict with the provisions of Divisions 29 and 70 of Article 1 of Chapter IX of the Code.
- c. The graded slopes have a natural appearance compatible with the characteristics of the Santa Monica Mountains.
- d. The Department of Building and Safety has determined that grading will minimize erosion.

2. All graded slopes shall comply with the provisions in Section 10 of this Specific Plan.

D. Building Standards.

1. Viewshed Protection. No building or structure visible from Mulholland Drive on an upslope or downslope lot shall penetrate the viewshed without the prior written approval of the Director pursuant to Section 11. For purposes of this Subsection, the measurement of height shall be as defined in Section 12.03 of the Code and shall be measured from existing natural or finished grade, whichever is lower. The Director may approve a project's penetration into the viewshed after making the following findings:

- a. The Department of Building and Safety has determined that the height of the project does not exceed the height limit in lowed in paragraphs a, b or c of subdivision 2.
- b. The project is designed to complement the view from Mulholland Drive.

2. Allowable Building Heights.

- a. On an upslope lot, the height of any building or structure which is visible from Mulholland Drive and which is located within the first 100 feet from the Mulholland Drive right-of-way, shall not exceed 15 feet as indicated on Figure A. When the elevation of the highest adjoining sidewalk or ground surface within a five foot horizontal distance of the exterior wall of a building exceeds grade by more than 20 feet, a building or structure may exceed the height in number of feet prescribed in this paragraph by not more than 12 feet. However, no such additional height shall cause any portion of the exceed a height of 15 feet, as measured from the highest point of the roof structure or parapet wall to the elevation of the ground surface which is vertically below said point of measurement.
- b. On an upslope lot, the height of any building or structure which is visible from Mulholland Drive and which is located more than 100 hundred feet up to five hundred feet from the Mulholland Drive right-of-way, shall not exceed 30 feet as indicated on Figure A. When the elevation of the highest adjoining sidewalk or ground surface within a five foot horizontal distance of the exterior wall of a building exceeds grade by more than 20 feet, a building or structure may exceed the height in number of feet prescribed in this paragraph by not more than 12 feet. However, no such additional height shall cause any portion of the building or structure to exceed a height of 30 feet, as measured from the highest point of the roof structure or parapet wall to the elevation of the ground surface which is vertically below said point of measurement.

c. On a downslope lot, the height of any building or structure which is visible from Mulholland Drive and which is located within 500 feet from the Mulholland Drive right-of-way, shall not exceed 40 feet as indicated on Figure A, but in no event shall any building or structure exceed a height that would cause such building or structure to penetrate the viewshed. When the elevation of the highest adjoining sidewalk or ground surface within a five foot horizontal distance of the exterior wall of a building exceeds grade by more than 20 feet, a building or structure may exceed the height in number of feet prescribed in this paragraph by not more than 12 feet. However, no such additional height shall cause any portion of the building or structure to exceed a height of 40 feet, as measured from the highest point of the roof structure or parapet wall to the elevation of the ground surface which is vertically below said point of measurement.

3. Yard Requirements. Notwithstanding Z.A.I. Case 1270, buildings and structures located on lots that abut the right-of-way and are 100 or more feet in depth shall be constructed with the following yards:

- a. **Front** - There shall be a front yard of not less than 20% of the depth of the lot, but which need not exceed 40 feet.
- b. **Side** - There shall be a side yard on each side of the main building of not less than 10% of the width of the lot, but which need not exceed 20 feet.

4. Fences, Gates and Walls. All fences, gates and walls visible from Mulholland Drive shall be constructed of the following materials: rough-cut, unfinished wood; native-type stone; split-face concrete block; textured plaster surface walls; black or dark green chain link or wrought iron; or a combination thereof.

5. Drain Pipes laid on the ground and visible from Mulholland Drive shall be black or earth tone brown.

6. Utilities. The Advisory Agency, where feasible, shall require that all utilities installed in connection with the development of new subdivisions be placed underground.

7. Roofs. All roofs visible from Mulholland Drive shall be surfaced with non-glare materials and no equipment shall be placed thereon. This provision shall not apply to solar energy devices.

Sec. 6. OUTER CORRIDOR REGULATIONS.

A. Uses. All projects visible from Mulholland Drive and located within the outer corridor shall conform to the following regulations:

- 1. Permitted Uses.** The following uses shall be permitted subject to the following limitations: Any use permitted in the inner corridor is permitted in the outer corridor, except for those uses only permitted in the institutional use corridor. Provided, however, that one-family dwellings and related parking and accessory buildings shall conform to the requirements of Subsection D of this Section.
- 2. Commercial, low medium I residential and low medium II residential uses,** provided that they are consistent with the applicable community plan.
- 3. Discretionary Uses.** Discretionary uses permitted in the inner corridor are permitted in the outer corridor, except for those uses only permitted in the institutional use corridor.
- 4. Exempted Uses.** All uses exempted in the inner corridor are exempted in the outer corridor.
- 5. Utility Related Structures.** The provisions applicable to utility related structures in the inner corridor are applicable in the outer corridor.

B. Environmental Protection Measures. All the environmental protection measures required in the inner corridor are required in the outer corridor.

C. Grading.

- 1. No grading in excess of two cubic yards per four square feet of lot area per lot visible from Mulholland Drive** shall be permitted without the prior written approval of the Director pursuant to Section 11. However, corrective grading as determined by the Department of Building and Safety is not to be included in this calculation. The Director may approve grading up to four cubic yards per four square feet of lot area per lot after making the following findings:
 - a.** The Department of Building and Safety or the Bureau of Engineering has determined that such grading is required to provide access driveways, pedestrian accessways, drainage facilities, slope easements, and/or dwelling foundations.
 - b.** All grading conforms to the standards set forth in the Landform Grading Manual, unless the Department of Building and Safety has determined that landform grading will conflict with the provisions of Divisions 29 and 70 of Article I of Chapter IX of the Code.

c. The graded slopes have a natural appearance compatible with the characteristics of the Santa Monica Mountains.

d. The Department of Building and Safety has determined that grading will minimize erosion.

- 2.** All graded slopes shall comply with the provisions in Section 10 of this Specific Plan.

D. Allowable Building Heights. The height of any building or structure visible from Mulholland Drive shall not exceed 40 feet as indicated on Figure B. For purposes of this Subsection, the measurement of height shall be as defined in Section 12.03 of the Code and shall be measured from existing natural or finished grade, whichever is lower. When the elevation of the highest adjoining sidewalk or ground surface within a five foot horizontal distance of the exterior wall of a building exceeds grade by more than 20 feet, a building or structure may exceed the height in number of feet prescribed in this Subsection by not more than 12 feet. However, no such additional height shall cause any portion of the building or structure to exceed a height of 40 feet, as measured from the highest point of the roof structure or parapet wall to the elevation of the ground surface which is vertically below said point of measurement.

Sec. 7. MULHOLLAND DRIVE AND RIGHT-OF-WAY REGULATIONS.

A. Changes and/or Improvements. No change or improvement may be made to the alignment or design of the paved portion of Mulholland Drive or the right-of-way, except for resurfacing and street and utility maintenance, without the prior approval of the City Council acting after receipt of the recommendation of the Director. After receipt of there commendation of the Board, the Director may recommend approval after making the following findings:

- 1.** The project is required for public health and safety reasons.
- 2.** The project does not obstruct a scenic feature or resource.
- 3.** The project is compatible with the scenic parkway environment.
- 4.** The project is not inconsistent with the purposes and objectives of the Specific Plan.

B. Alignment and Design. Any change or improvement to the alignment or design of the paved portion of Mulholland Drive or the right-of-way, except for resurfacing and street and utility maintenance, shall conform to the following standards:

- 1. Roadway Alignment.** The paved portion of Mulholland Drive shall conform to its existing alignment from California State Highway Route 101 to the intersection of Topanga Canyon Boulevard, except as modified for safety reasons.

2. Right-of-Way Width. The width of the right-of-way shall conform to its existing approximately 100-foot wide corridor east from Laurel Canyon Boulevard to the Hollywood Freeway (Route 101), and to the approximately 200-foot wide corridor west of Laurel Canyon Boulevard to the City-County boundary.

3. Travel Lanes and Shoulders. Except as provided in subdivision 4 of this Subsection, Mulholland Drive shall consist of two travel lanes, one in each direction with a maximum width of 15 feet per lane and one or more shoulders, except for existing improvements between Topanga Canyon Boulevard and Saltillo Street, Encino Hills Drive and Corda Drive, and Beverly Glen Boulevard and Benedict Canyon Drive.

The shoulder shall be level with the roadway and shall serve as a bikeway. The shoulder shall be five feet wide, except that where a slope is required to be graded in order to provide the five foot shoulder, the shoulder may be less than five feet wide. The shoulder or shoulders shall be paved with asphalt or black concrete and shall be separated from the travel lanes by a solid lane stripe in accordance with the adopted standards of the Department of Transportation. If less than five feet is available on each side of the roadway for shoulders, only the uphill shoulder shall be paved. The shoulder or shoulders shall be marked "Bike Lane" and "No Parking" on the pavement by the Los Angeles Department of Transportation.

4. Turn Lanes.

a. Turn lanes shall not be permitted without the prior recommendation of the Director after receipt of the recommendation of the Board. The Director shall recommend approval of a turn lane where the Department of Transportation has determined that the turn lane is required to facilitate traffic movement and for safety reasons.

b. The turn lane shall be a maximum of 12 feet wide and the travel lane parallel to the turn lane shall be a maximum of 12 feet wide.

5. Speed Limit. To the extent permitted by state law, the posted speed limit for vehicles shall prohibit speeds in excess of 25 miles per hour.

6. Sidewalks, Curbs and Berms. No sidewalks or curbs shall be permitted. Only berms required for drainage control and/or erosion shall be permitted.

7. Median Strip. No median strip shall be constructed within the Mulholland Drive right-of-way.

8. Signs. The Department of Transportation shall post signs in the right-of-way indicating the location of the bikelane, core trail crossings, and the major vista points.

9. Plant Material. Existing fire resistant, native-type plants and trees shall be preserved and maintained to enhance the natural scenic character of the parkway. No oak trees shall be removed, cut down, or moved without the prior recommendation of the Director using the criteria set forth in Section 5 B 4 of this Specific Plan.

10. Existing Slopes. Existing slopes adjoining the roadway that show no signs of instability shall not be graded.

11. Rock Formations and Outcroppings. All natural rock formations and/or outcroppings, known or discovered during grading, should be preserved on-site and incorporated into the street design.

C. Access to Mulholland Drive.

1. Driveway Access. No driveway may intersect Mulholland Drive without the prior recommendation of the Director after receipt of the recommendation of the Board.

2. The Director may recommend approval of such driveway if the Director finds that none of the following alternatives are feasible:

- a. Access from other existing ways or alleys;
- b. Access from other potential public or private streets;
- c. Access from an easement over an existing driveway on an adjacent property; or
- d. Access from the shared use of existing driveway(s).

3. Driveway Paving. A driveway which intersects Mulholland Drive shall be paved. Gravel and similar loose materials shall be prohibited.

D. Lighting.

1. Sodium and mercury vapor lamps shall be prohibited.

2. Lighting standards within the right-of-way shall use cut-off type fixtures which focus the light directly onto the street and shoulders.

3. Lighting standards shall be located only in the immediate vicinity of major vista points and major intersections, except as provided in subdivision 5 of this Subsection.

4. The lamp shall cast a white light, similar to metal halide or incandescent lighting.

5. Where the Board of Public Works determines that a lighting standard is needed to improve parkway safety,

the location and design of said lighting standard shall have the prior recommendation of the Director after receipt of the recommendation of the Board. The Director may recommend approval of the location and design of a lighting standard after making the following findings:

- a. The lighting standard does not obstruct a scenic feature or resource.
- b. The lighting standard complements the views from Mulholland Drive.
- c. The lighting fixture proposed to be used reduces the visual intrusion of lighting into the right-of-way.

6. Existing lighting standards located in the right-of-way between Corda Drive and Encino Hills Drive, between Beverly Glen Boulevard and Benedict Canyon Drive, between Skyline Drive and Laurel Pass Avenue, between Laurel Canyon Boulevard and Dona Pegita Drive, and at Woodcliff Road should be redesigned by the Department of Public Works to reduce the glare, and cut-off fixtures should be installed to focus the light directly onto Mulholland Drive and the shoulders.

E. Features.

1. All guard rails shall be constructed according to Bureau of Engineering standards and shall have a wood facing treated and finished to achieve a rustic and/or natural appearance.
2. All historic survey monuments set during the original survey for Mulholland Drive shall be preserved at their original location.

Sec. 8. CORE TRAIL.

A. The core trail design and location shall be approved by the City Council acting after receipt of the recommendation of the City Planning Commission. After receipt of the recommendation of the Board, the City Planning Commission may recommend approval of the construction of the core trail upon making the following findings:

1. The design and location of the core trail is consistent with the provisions of this Section.
2. The graded slopes have a natural appearance compatible with the Santa Monica Mountains.
3. The landscaping is designed to complement the view from Mulholland Drive and the right-of-way.
4. The landscaping is designed to promote safety and require a minimum of security measures.
5. The landscaping is consistent with Section 10 of this Specific Plan.

6. Any signs are designed to prevent vandalism and are placed so as to identify the location of the core trail.

B. Location. The core trail shall be a continuous trail within the right-of-way. It shall be constructed generally parallel to, but not within the shoulders, except where physical constraints necessitate development adjacent to Mulholland Drive.

C. Design. Where feasible, the core trail shall consist of two distinct, generally parallel pathways separated by vegetation, topography or other means. It shall not be paved with a hard surface. One pathway shall be designated for use by hikers and joggers and the other designated for use by equestrians.

D. Maintenance. The Department of Recreation and Parks shall be responsible for maintaining all landscaping along the core trail.

Sec. 9. MAJOR VISTA POINTS.

A. Location. Fourteen major vista points (MVP) are designated on maps 1B through 6B and listed below:

1. **Hollywood Bowl MVP** - (Olympics 1984 Overlook) (1 mile west of the Hollywood Freeway).
2. **Universal City MVP** (0.1 miles east of Torreyson Place).
3. **Fryman Canyon MVP**, (0.7 miles west of Laurel Canyon Boulevard).
4. **Summit MVP** (1.9 miles west of Laurel Canyon Boulevard).
5. **Deep Canyon MVP** (0.1 miles east of Benedict Canyon Drive).
6. **Nicada MVP** (0.4 miles west of Beverly Glen Boulevard).
7. **The Grove MVP** (0.9 miles west of Sepulveda Boulevard).
8. **San Vicente Mountain Park MVP** (0.4 miles west of Mandeville extended).
9. **Topanga State Park MVP** (0.3 miles west of Reseda Boulevard extended).
10. **"A" MVP** (Between Reseda Boulevard extended and Vanalden Avenue extended).
11. **"B" MVP** (Between Reseda Boulevard extended and Vanalden Avenue extended).
12. **Corbin MVP** (0.25 miles west of Sepulveda Boulevard).

13. **"C" MVP** (West of Winnetka Avenue extended).

14. **"D" MVP** (West of Natoma Avenue extended).

B. Development. No new major vista point (nos. five through fourteen above) shall be constructed without the prior approval of the City Council acting after receipt of the recommendation of the City Planning Commission. After receipt of the recommendation of the Board, the City Planning Commission may recommend approval of the construction of a major vista point upon making the following findings:

1. The facilities and landscaping are designed to complement the view from Mulholland Drive and the right-of-way.
2. The facilities and landscaping are designed to require a low-level of maintenance.
3. The facilities and landscaping are designed to promote safety and require a minimum of security measures.
4. The parking facilities are adequate to accommodate public use.
5. Ingress and egress are designed to promote safety and minimize traffic congestion on Mulholland Drive.
6. The graded slopes have a natural appearance compatible with the Santa Monica Mountains.
7. The lighting is designed to minimize light and glare on Mulholland Drive and the right-of-way.
8. The landscaping is consistent with Section 10 of this Specific Plan.
9. Any signs are designed to prevent vandalism.

C. Maintenance. The Bureau of Street Maintenance of the Department of Public Works shall be responsible for maintaining the landscaping at all major vista points.

Sec. 10. LANDSCAPING.

A. Standards. Any public or private landscaping installed on or after the effective date of this Specific Plan shall conform to the following standards:

1. **Graded Slopes.** Graded slopes shall be landform graded in accordance with the provisions of the Landform Grading Manual, unless the Department of Building and Safety has determined that landform grading will conflict with the provisions of Divisions 29 and 70 of Article 1 of Chapter IX of the Code. Slopes which cannot be landform graded shall be landform planted in accordance with the provisions of the Landform Grading Manual. Landscaping shall be installed within six (6) months of the completion of any grading.

2. **Location.** Plant material in the inner corridor shall not obstruct the view from Mulholland Drive and the right-of-way.

3. **Type.** Landscaping shall predominantly consist of native-type fire resistant plant materials.

4. **Oak Trees.** Oak trees shall not be removed except as set forth in Sections 5 B 4 or 7 B 9 of this Specific Plan.

5. **Replacement Trees.** Native trees, including oak trees, which are removed shall be replaced with the same type of tree according to the following replacement schedule:

<u>TYPE OF TREE</u>	<u>REPLACEMENT SIZE AND QUANTITY</u>
Quercus agrifolia lobata, q. Virginiana	36-inch box (2 for 1 replacement)
All other.	15 gallon (2 for 1 replacement)

6. **Maintenance.** An automatic irrigation system shall be installed where necessary to sustain plants and trees and a fire resistant corridor.

B. Prohibited Plant Material. The following plant material shall not be planted in the scenic corridor parkway on or after the effective date of this Specific Plan.

PROHIBITED PLANT MATERIAL

Acacia decurrens (GREEN WATTLE)

Acacia melanoxylon (BLACKWOOD ACACIA)

Achillea millefolium (COMMON YARROW)

Ailanthus altissima (TREE-OF-HEAVEN)

Albizia distachya (PLUME ALBIZIA)

Atriplex semibaccata (AUSTRALIAN SALTBUCH)

Bamboo sp.

Brassica sp.

Calocedrus decurrens (INCENSE CEDAR)

Centranthus ruber (JUPITER'S BEARD, READ VALERIAN)

Cirsium vulgare and all other thistles

Cortaderia jubata (A GRASS SIMILAR TO PAMPUS GRASS)

Cotoneaster lacteus

Cupressus sempervirens (ITALIAN CYPRESS)

Cytisus (BROOM)

Eucalyptus sp.

Hirschfeldia incana (WILD MUSTARD)

Lantana camara

PROHIBITED PLANT MATERIAL

Lobularia maritima (SWEET ALYSSUM)

Nicotiana glauca (TREE TOBACCO)

Oxalis pes-caprae (BERMUDA BUTTERCUP)

Palmae (PALM)

Pennisetum setaceum (FOUNTAIN GRASS)

Podocarpus

Rhus

Ricinus communis (CASTER BEAN)

Robinia pseudoacacia (BLACK LOCUST)

Schinus terebinthifolius (BRAZILIAN PEPPER)

Tamarix aphylla (ATHEL TREE)

C. Landscape Plan.

1. A landscape plan shall be submitted to the Board for review and recommendation.
2. Landscape plans shall include the approximate size at maturity and location of all proposed plant materials, the scientific and common names of such plant materials, the proposed irrigation plan and the estimated planting schedule. The plan shall identify the length of time in which plant maturity will be attained.

Sec. 11. DESIGN REVIEW PROCESS.

A. Jurisdiction. No permit for the use of land; building permit; grading permit; revocable permit to encroach; or B-permit; shall be issued for a project, until plans, elevations and/or other graphic representations of the project have been reviewed and approved by the Director acting on a recommendation of the Board, except that projects described in Sections 7, 8 and 9, including changes or improvements to the paved portion of Mulholland Drive; core trails and major vista points, shall be reviewed and approved in accordance with the provisions of Sections 7, 8 and 9 of this Specific Plan; and utility related structures shall be reviewed in accordance with the provisions in Section 5 A 5 of this Specific Plan.

B. Composition. The Board is hereby established, which shall consist of seven voting members. The members shall be appointed by the Councilmembers of the Council Districts which are included within the Specific Plan area. One member shall be appointed by each of these Councilmembers. Each of the appointees shall reside in that Councilmember's district and live preferably in the inner corridor. One member shall be appointed by the Mayor and one member shall be appointed by the Santa Monica Mountains Conservancy Board of Directors. At least one member shall be a licensed architect registered civil engineer, one a registered landscape architect, and one a geo-technical engineer or geologist. At least three members shall reside within the Specific Plan area, preferably in the inner corridor.

C. Quorum. All members of the Board shall be entitled to vote. Four members of the Board shall constitute a quorum for purposes of conducting a meeting. The decision of the Board shall be concurred in by at least four members.

D. Terms. The initial members of the Board appointed so that the terms of the appointees are staggered. Three members shall be appointed for a three-year term. Thereafter, the term of each member appointed to a full term shall be five years.

E. Vacancies. In the event a vacancy occurs during the term of a member of the Board, the same official or successor of the official who appointed the member shall make an interim appointment to fill the unexpired term of the member. Where the member is required to have special qualifications, the vacancy shall be filled by a person having such qualifications.

F. Authority and Duties. The Board shall advise the Director on aspects of exterior design; site layout; grading; driveway access; landscaping; and height, bulk, materials, textures and colors of any building, structure, sign or other development of property or appurtenances or alterations thereto after reviewing plans, elevations and/or other graphic representations for a project to assure compliance with the criteria set forth in this Specific Plan.

The Board shall be prohibited from changing, altering, modifying or amending any final discretionary actions previously approved by the Los Angeles City Planning Commission, Los Angeles City Council or other discretionary decision making body.

However, with respect to development in the Specific Plan area and its consistency with this Specific Plan, the Board may advise the Advisory Agency on the layout and design of subdivisions, the City Planning Commission on zone changes and conditional uses, the Zoning Administrator on variances and conditional uses and the appropriate City decision-making body on any public project or discretionary action.

G. Fees. The application fees for processing a design review application shall be the same as established in Section 19.01 P of the Code for "Applications for Specific

Plan Design Review Approval," except as provided in Section 19.01 K 1 of the Code.

H. Design Guidelines. The Board may adopt specific design guidelines to implement procedures for design review. These guidelines may be illustrations, interpretations or clarifications of policies established by the Board. The guidelines shall not become effective until they are approved by the City Planning Commission. Copies of these guidelines shall be available from the Department of City Planning.

I. Procedure.

1. Applications. All applications for design review approval shall be submitted to the Office of General Planning of the City Planning Department on a form supplied by the Department. An application shall be deemed complete only if all the applicable items noted below are included with the application. Submittals shall not exceed 22" x 28" and shall be folded to fit into an 11" x 14" envelope.

- a. Vicinity location map.
- b. Site plan which includes 100 feet beyond the property lines.
- c. Topographic map.
- d. Grading plan.
- e. Elevations of existing and proposed structures, and significant landscape elements;
- f. Section(s) through the project. If the project is located in the inner corridor, the section(s) shall extend to Mulholland Drive.
- g. Floor Plan.
- h. Landscape plan. Landscape plans shall include the approximate size at maturity and location of all proposed plant materials, the scientific and common names of such plant materials, the proposed irrigation plan and the estimated planting schedule. The plan shall identify the length of time in which plant maturity will be attained.
- i. Photographs, taken on Mulholland Drive within the project's visibility arc. The visibility arc and the locations where the photographs were taken shall be indicated on a map. These photographs shall provide two or more views of the project site, existing improvements, views, and significant features.
- j. Sign plan (where applicable).
- k. Samples of exterior building materials and colors.

l. If applicable, a completed copy of the City's environmental assessment form and all environmental data considered by the City's Environmental Review Committee.

m. If applicable, completed copies of all required Planning Department discretionary action application forms and radius, parcel and/or tract map(s).

n. If applicable, copies of the biologist's report and covenant and agreement required pursuant to Section 5 B 2 a of this Specific Plan.

o. If applicable, a preliminary archaeological/paleontological record search from the State Regional Archaeological Information Center (UCLA).

2. Board Action. The Director shall refer the application to the Board for its recommendation within 10 working days of the Department's acceptance of the completed application. The Board shall review the project and submit its findings to the Director within twenty (20) working days of such referral or within such additional time as is mutually agreed upon in writing between the applicant and the Board. These findings shall indicate a recommendation of approval, disapproval or conditional approval of the subject application.

Board meeting notices and agendas shall be posted 72 hours prior to all meetings. Board meeting minutes shall be available for public review within five working days of all meetings.

The Board shall use any applicable specific plans and/or adopted design guidelines which pertain to the area in which the project is located in evaluating the project. Additionally, the Board shall consider compliance with the following criteria:

- a. Whether the proposed project conforms to all provisions contained within the Specific Plan and any applicable specific plans or design guidelines.
- b. Whether the grading and/or the location of the project are designed so as to minimize the impact on visibility from Mulholland Drive and the right-of-way.
- c. Whether all proposed buildings, structures and recreational facilities are located so as not to obstruct a scenic feature or resource.
- d. Whether all proposed buildings, structures and recreational facilities are designed to complement the views from Mulholland Drive and are compatible with the parkway environment.

e. Whether the proposed buildings and structures are compatible with the surrounding buildings and parkway environment in terms of design, massing, height, materials, colors (subdued tones, natural materials and non-reflective materials and finishes shall be encouraged) and setbacks.

f. Whether the landscape design has a variety and quantity of native-type, fire-resistant plant materials throughout the project which are compatible with the scenic parkway.

g. Whether the landscape design representation of the plant materials accurately reflects their growth habit at maturity.

h. Whether the grading is designed so as to create slopes with a natural appearance compatible with the characteristics of the Santa Monica Mountains.

i. Whether the site layout is designed so as to require a minimum of grading and retaining walls and protects prominent ridges, streams and environmentally sensitive areas.

j. Whether driveway access to Mulholland Drive is designed so as to require a minimum of grading and retaining walls.

k. Whether the lighting is designed so as to reduce the visual intrusion of light onto Mulholland Drive and the right-of-way.

l. Whether proposed major vista points, core trails and projects near parklands conform to all provisions in the Specific Plan.

3. Director's Determination. The Director, within 10 working days following receipt of the Board's recommendation, shall approve, disapprove, or modify the Board's recommendation. In the event the Director's determination differs from that of the Board, the Director shall make written findings supporting the determination. The Director shall forward a copy of the determination to the applicant, the Board, the Advisory Agency (if applicable), the Department of Building and Safety and the appropriate Council office.

J. Transfer of Jurisdiction. In the event the Board fails to act on an application within the time limit specified in this Specific Plan, the applicant may file a request for a transfer of jurisdiction to the Director for a determination of the original application. If such a request is filed, the Board shall lose jurisdiction. Such request shall be filed in the Office of General Planning of the City Planning Department. Thereupon, the request and the Board's files shall be transmitted to the Director, who shall make a decision within 20 working days of receipt of the Board's file.

K. Exemptions.

1. Criteria. An exemption from compliance with this Section shall be granted by the Director for a project which conforms to any of the criteria listed below:

a. The applicant is restoring a nonconforming building or structure pursuant to Section 12.23.A.4 of the Los Angeles Municipal Code.

b. The project consists of remodeling or repair of a single-family dwelling and/or accessory structures which conform to all of the following:

i. Color, materials and design of exterior changes, including landscaping, are consistent with the intent and provisions of this Specific Plan.

ii. The total cumulative floor area of all additions does not exceed 900 square feet.

iii. The building height does not exceed the standards set forth in this Specific Plan.

iv. The project involves no change of access onto the right-of-way.

v. The project is not on a prominent ridge and/or does not break an existing skyline.

vi. The project is not located on a lot which contains a stream.

vii. The project does not propose grading.

2. Procedure. Applicants seeking an exemption to the design review process shall submit a completed design review exemption application form to the Office of General Planning of the City Planning Department. If the proposed project conforms to the criteria set forth above, the Director shall grant an exemption within 10 working days of the receipt of the application.

L. Appeals. Any applicant, City Council member, the Mayor, or any other interested person who is adversely affected by the Director's determination or action made pursuant to this Specific Plan, may appeal the Director's determination or action to the City Planning Commission and may thereafter appeal the action of the City Planning Commission to the City Council. Such appeals shall be made within 15 days after the date of mailing of the Director's determination or action or the City Planning Commission's determination if appealed to the City Council, in accordance with the procedures prescribed for Tentative Maps in Section 17.06 of the Code.

Fees for filing an appeal by the applicant, shall be the same as those for an appeal from a decision on an application for specific plan design review approval as set forth in Section

19.01 P of the Code, except as provided in Section 19.01 K 1 of the Code. Fees for appeals by a person other than the applicant shall be the same as those provided in Section 19.01 K 2 of the Los Angeles Municipal Code.

M. Additional Review and Approval of Revised Project.

Following the approval of a design review application, no change shall be made to any portion of a plan reviewed and approved by the Director, or City Planning Commission, or City Council, without additional review and approval of the Director acting on a recommendation of the Board.

Sec. 12. SEVERABILITY.

If any provision of this Specific Plan or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Specific Plan provisions, clauses or applications thereof which can be implemented without the invalid provision application, and to this end the provisions and clauses of this ordinance are declared to be severable.

Part 5

**MULHOLLAND SCENIC PARKWAY
ORDINANCE 167,943
EFFECTIVE JUNE 29, 1992**

ADMINISTRATIVE RESPONSIBILITIES

Applicant

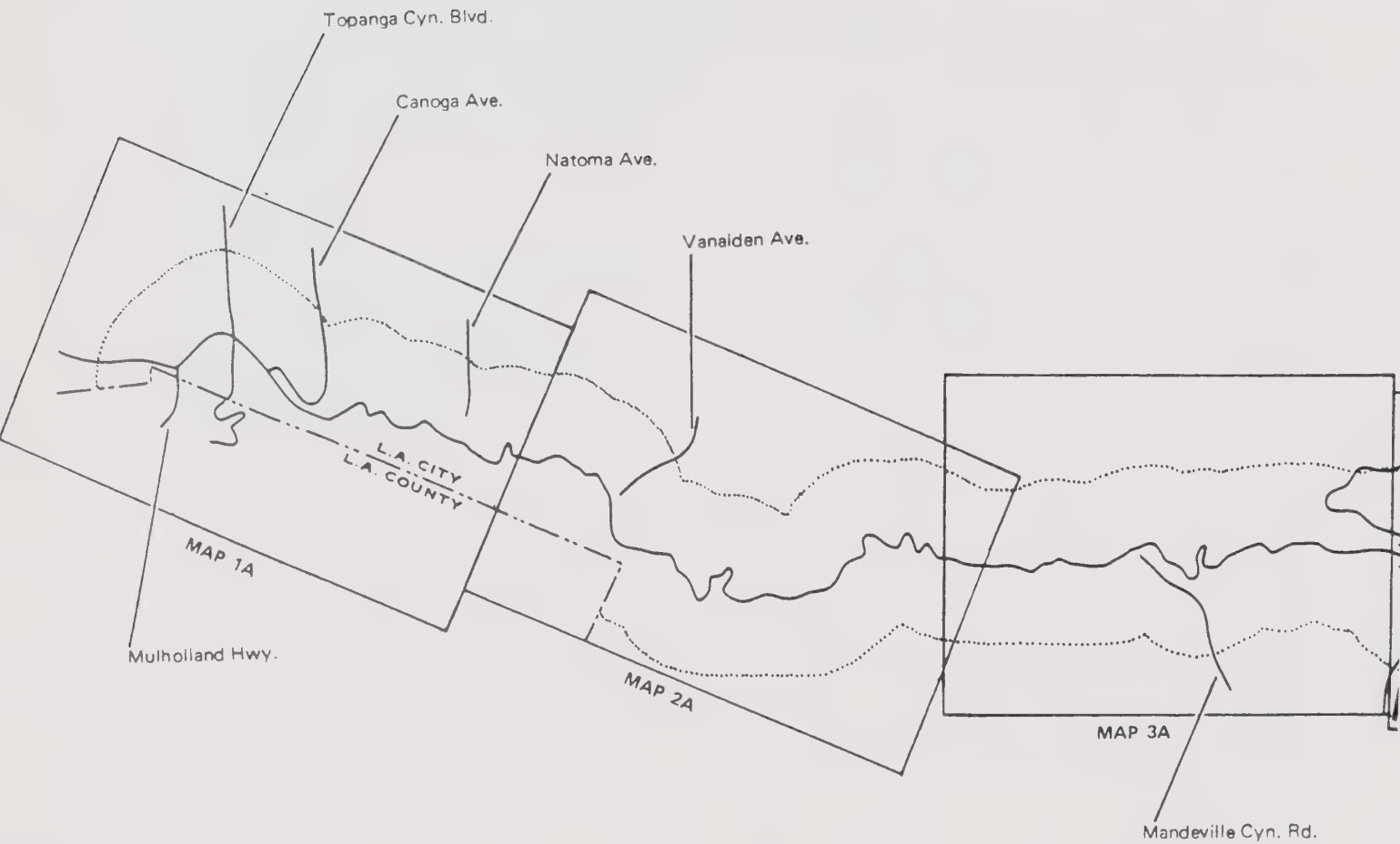
- Applicant must file an application for Design Review for any project visible from Mulholland Drive and/or which does meet the exemption provision of the Specific Plan
- Upon receipt of the Director of Planning's determination regarding a project, the applicant or other interested parties may appeal the decision to the City Planning Commission and further appeal the matter to the City Council. Such appeals must be made within 15 days after the date of the mailing of the Director's Determination.

Design Review Board

- The Mulholland Scenic Parkway Design Review Board, upon receipt of the project application will take an action to approve, disapprove or conditionally approve the project and transmit its determination to the Director of Planning.

Department of City Planning

- The Director of Planning, upon receipt of the Mulholland Scenic Parkway Design Review Board's Action on a project, will approve, disapprove or modify said recommendation and forward a copy of the determination to the applicant, the Design Review Board and the Department of Building and Safety.



MULHOLLAND SCENIC PARKWAY

SPECIFIC PLAN

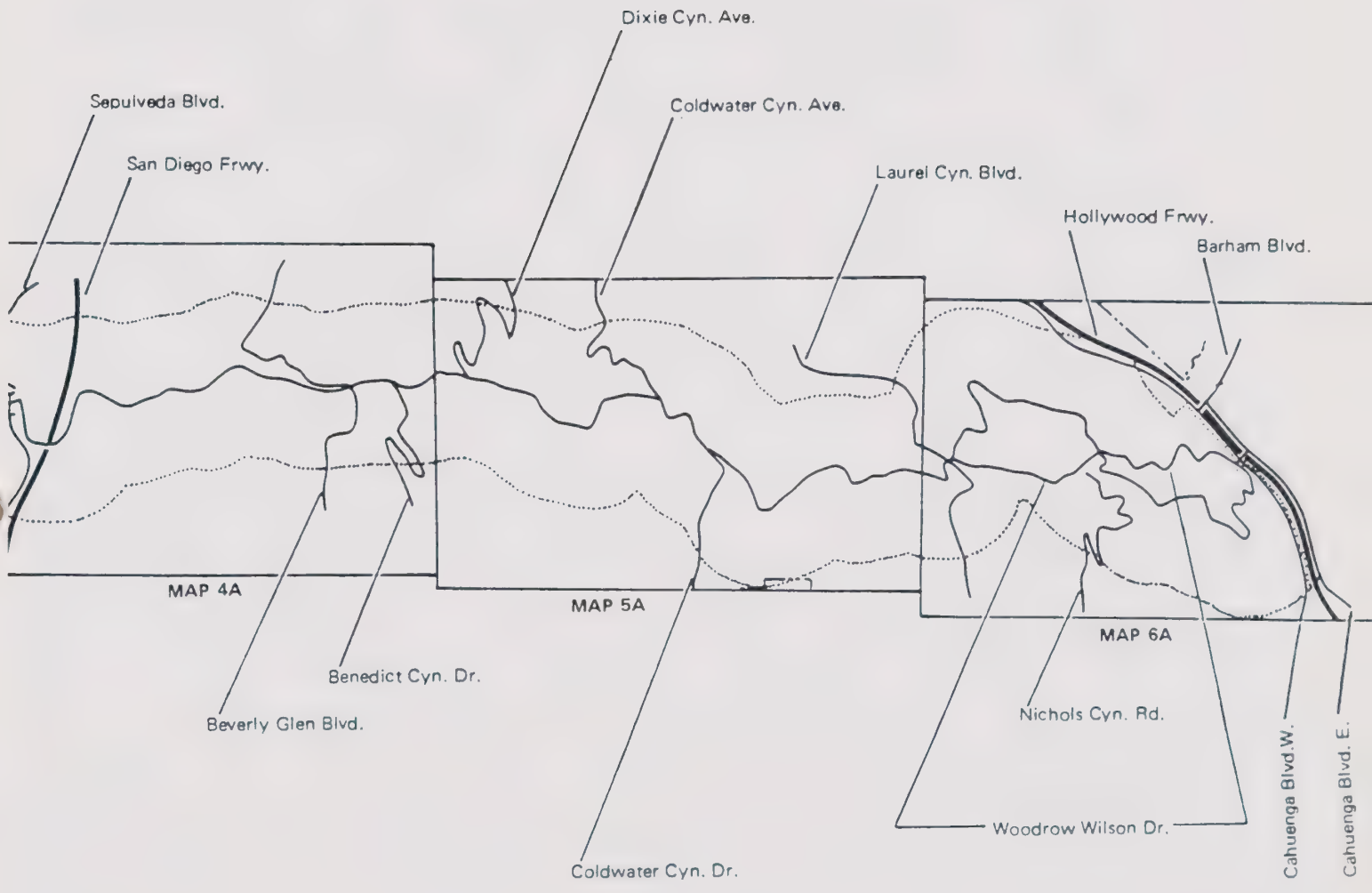


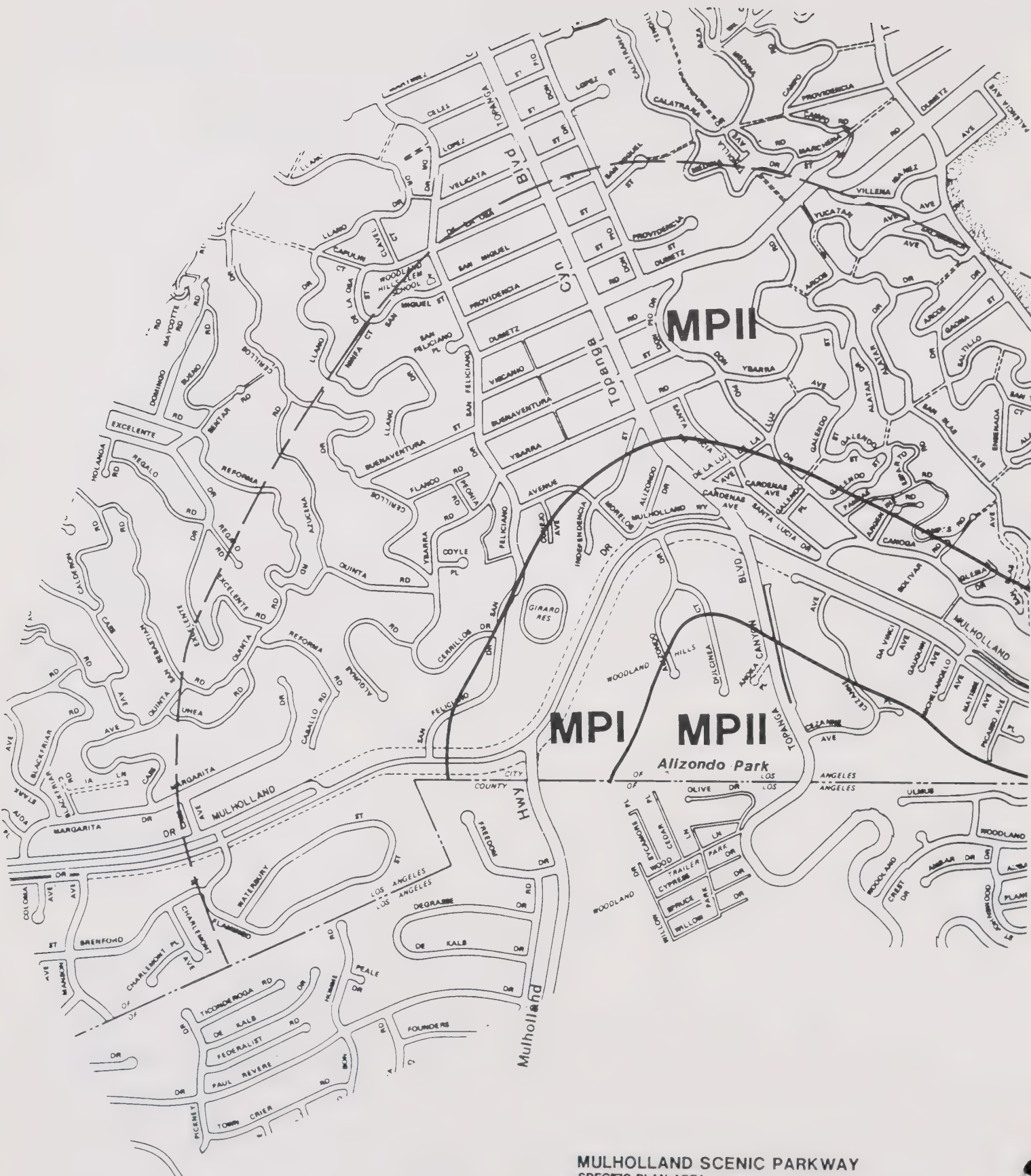
SPECIFIC PLAN AREA

BOUNDARY DEFINITION MAP SERIES KEY

"A" Series delineates Overlay Zone Boundaries

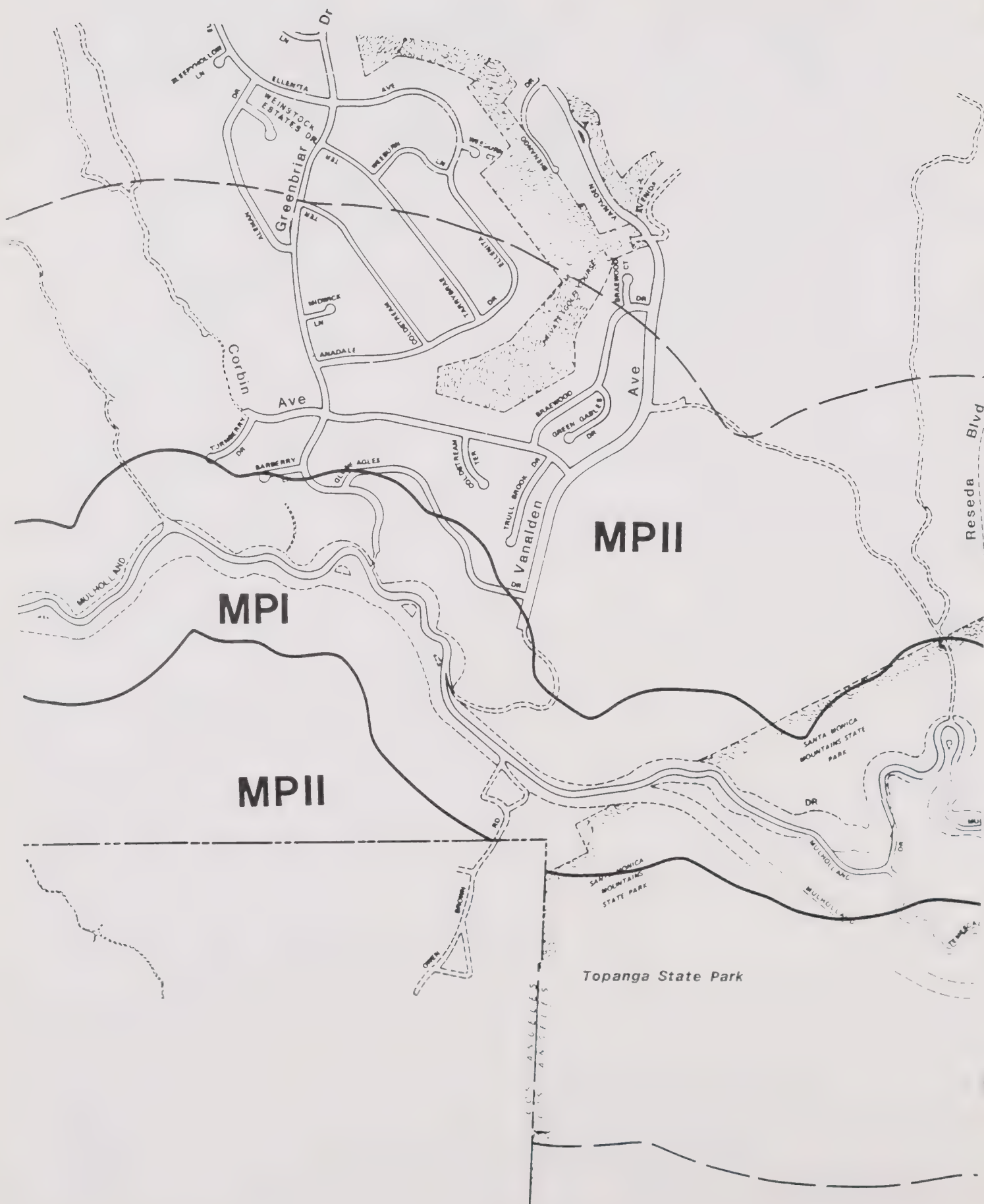
"B" Series illustrates approximate location of Recreational Features





**MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN AREA**

- | | |
|-------------|---|
| MPI | INNER CORRIDOR
Overlay Zone
500' from Right of Way |
| MPII | OUTER CORRIDOR
Overlay Zone
500' to One-Half Mile from Right of Way |



MP II

MPI

MULHOLLAND

SANTA MONICA MOUNTAINS STATE PARK

SANTA MONICA MOUNTAINS STATE PARK

MULHOLLAND

RESEDA

MP II

Outer Corridor

Inner Corridor

Outer Corridor

**MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN AREA**

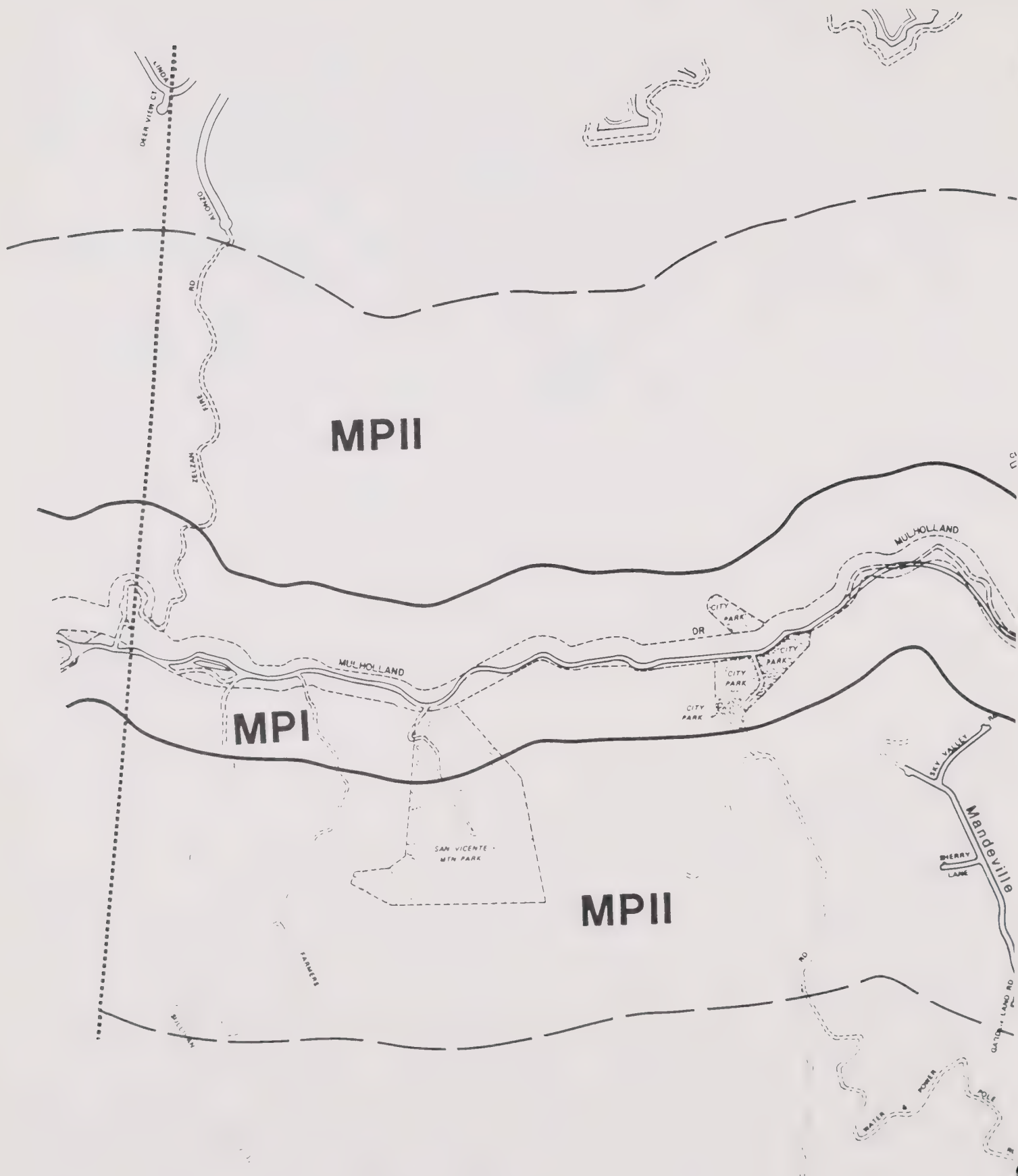
MPI

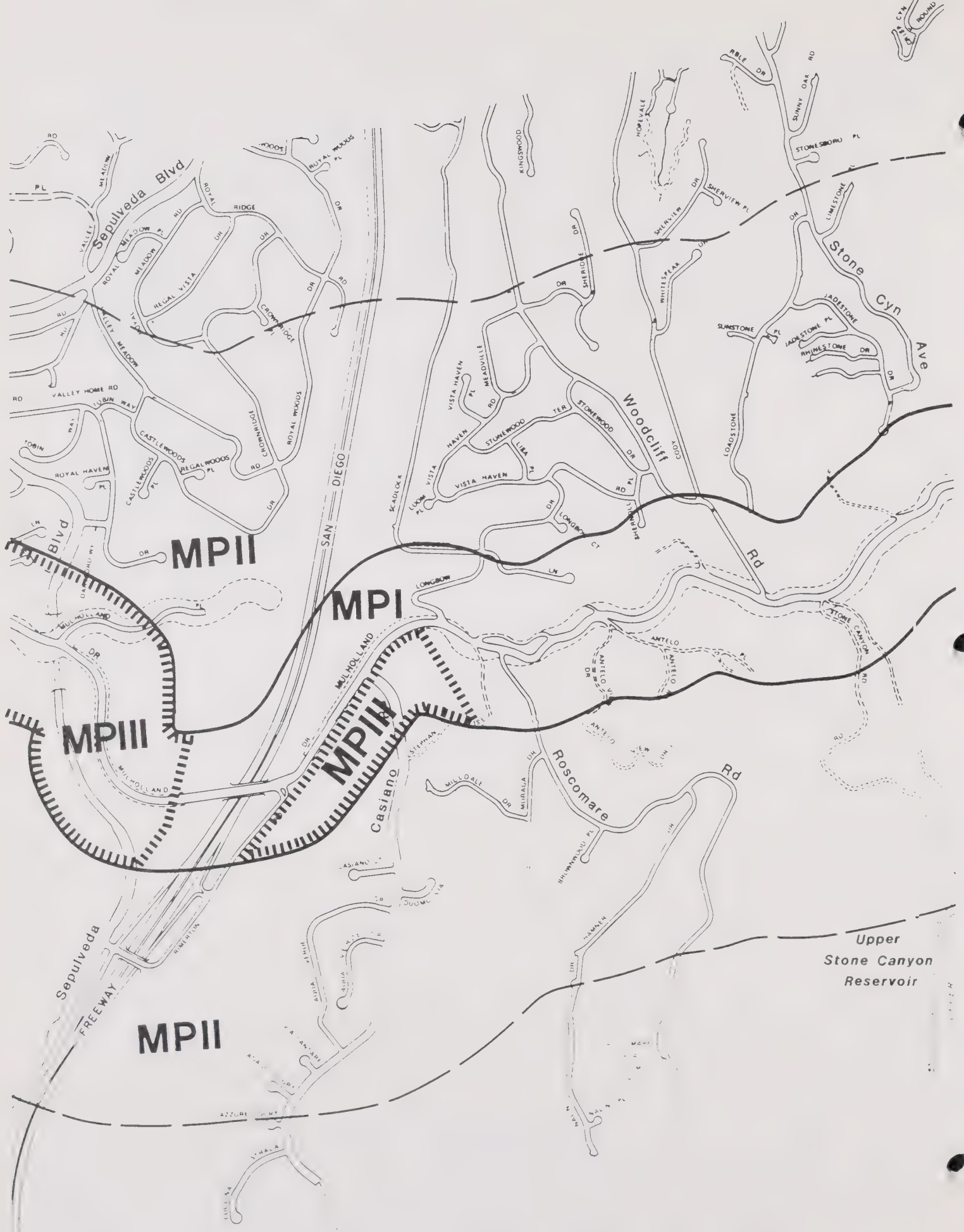
INNER CORRIDOR
Overlay Zone
500' from Right of Way

MP II

OUTER CORRIDOR
Overlay Zone
500' to One-Half Mile from Right of Way







MPII

MPI

MPIII

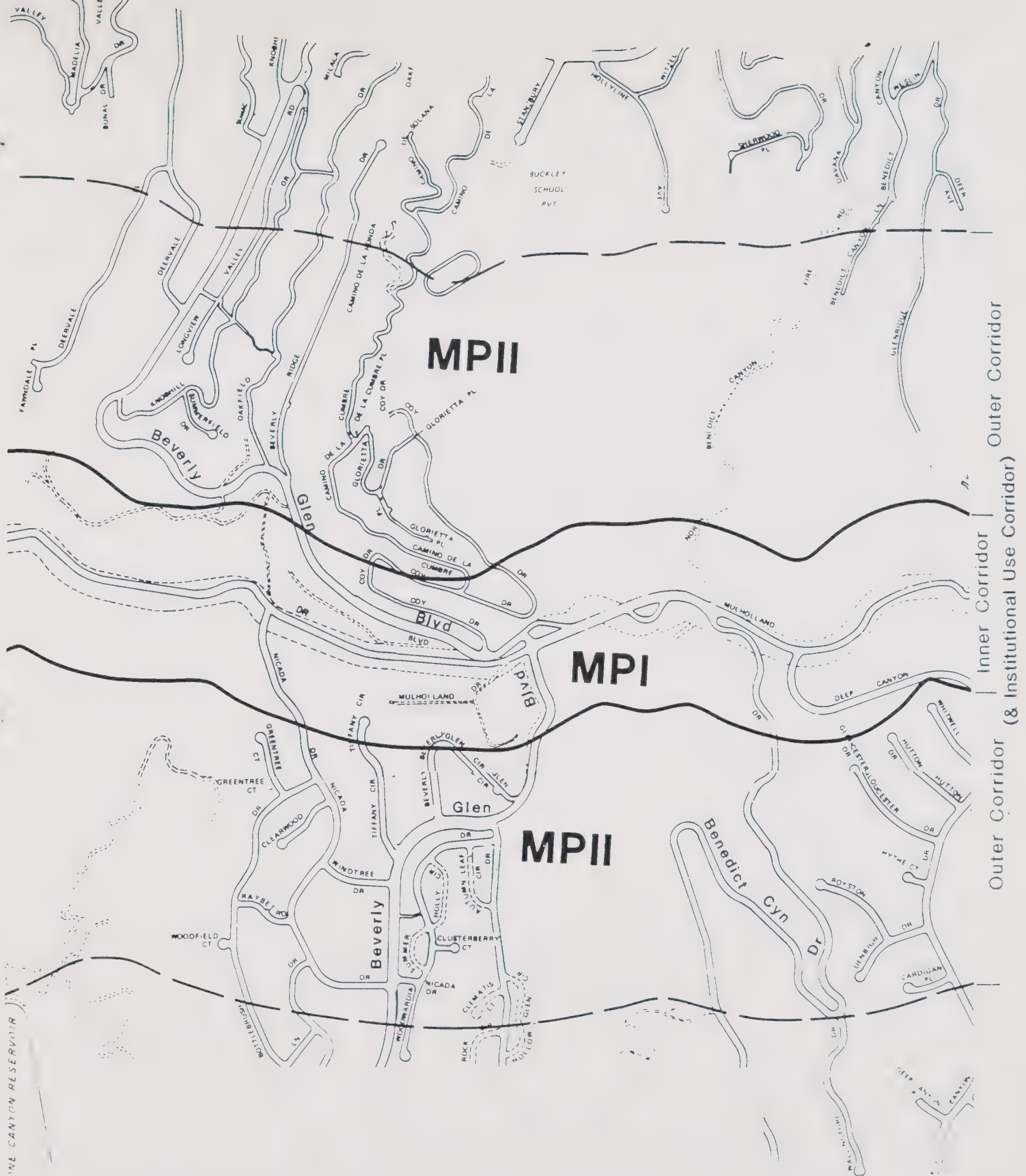
MPIK

Casiano

Roscomare

**Upper
Stone Canyon
Reservoir**

MPII



MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN AREA

- MPI** INNER CORRIDOR
Overlay Zone
500' from Right of Way
- MPII** OUTER CORRIDOR
Overlay Zone
500' to One-Half Mile from Right of Way
- MPIII** INSTITUTIONAL USE CORRIDOR



Mountain Headquarters

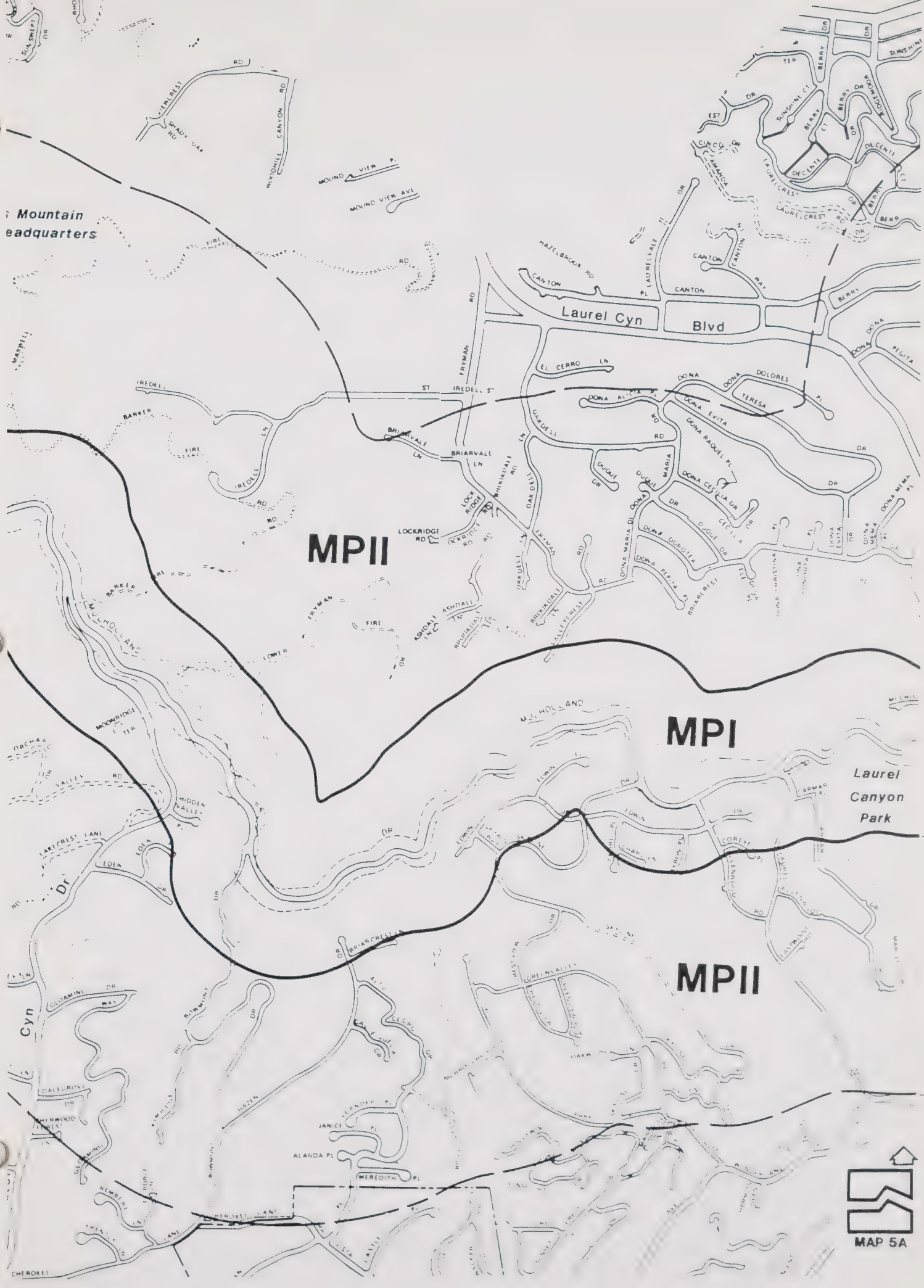
MP II

MPI

MP II

Laurel Canyon Park

Outer Corridor
Inner Corridor
Outer Corridor



Outer Corridor

Inner Corridor

Outer Corridor

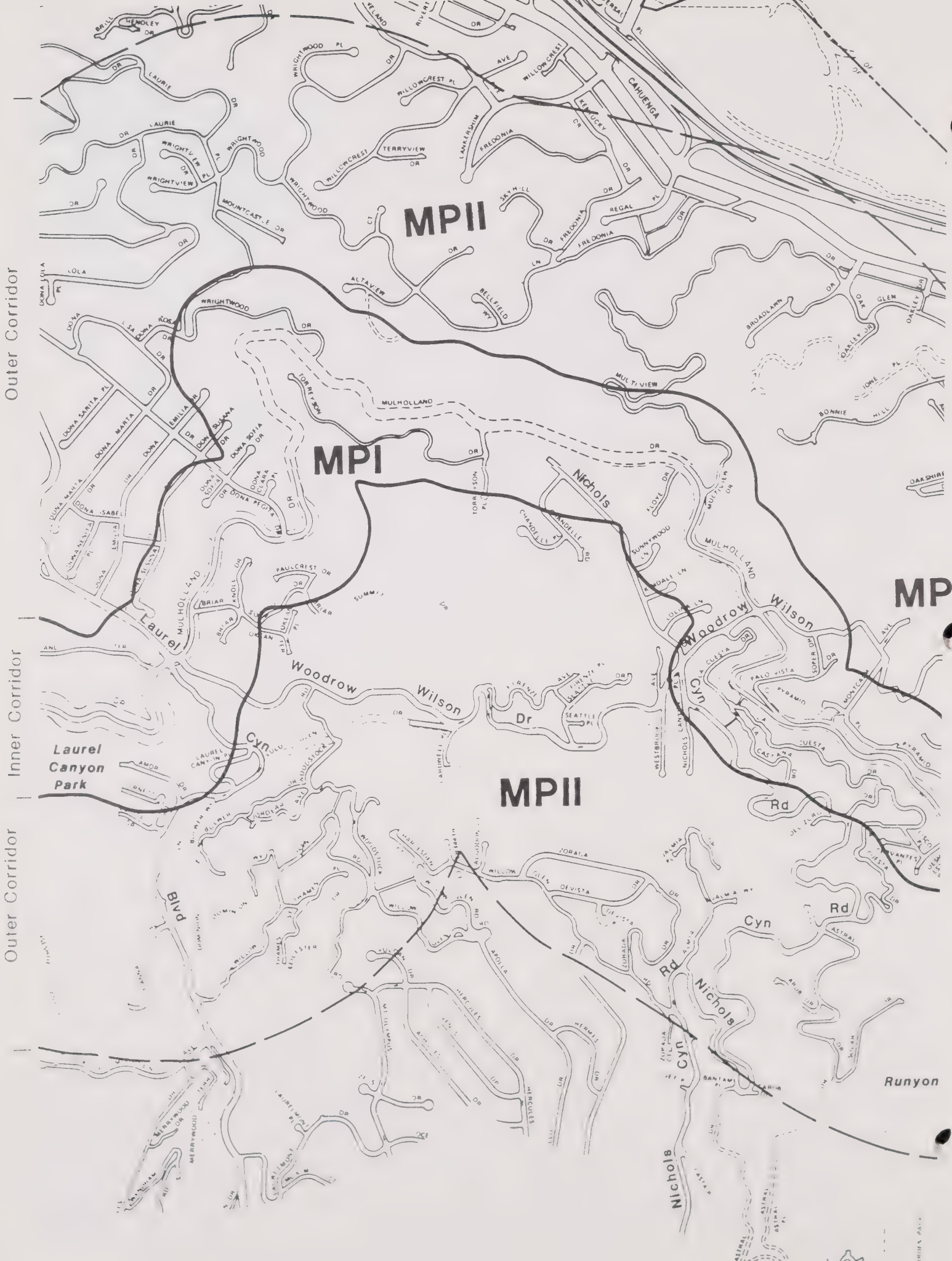
MP II

MPI

MP

MP II

Laurel Canyon Park



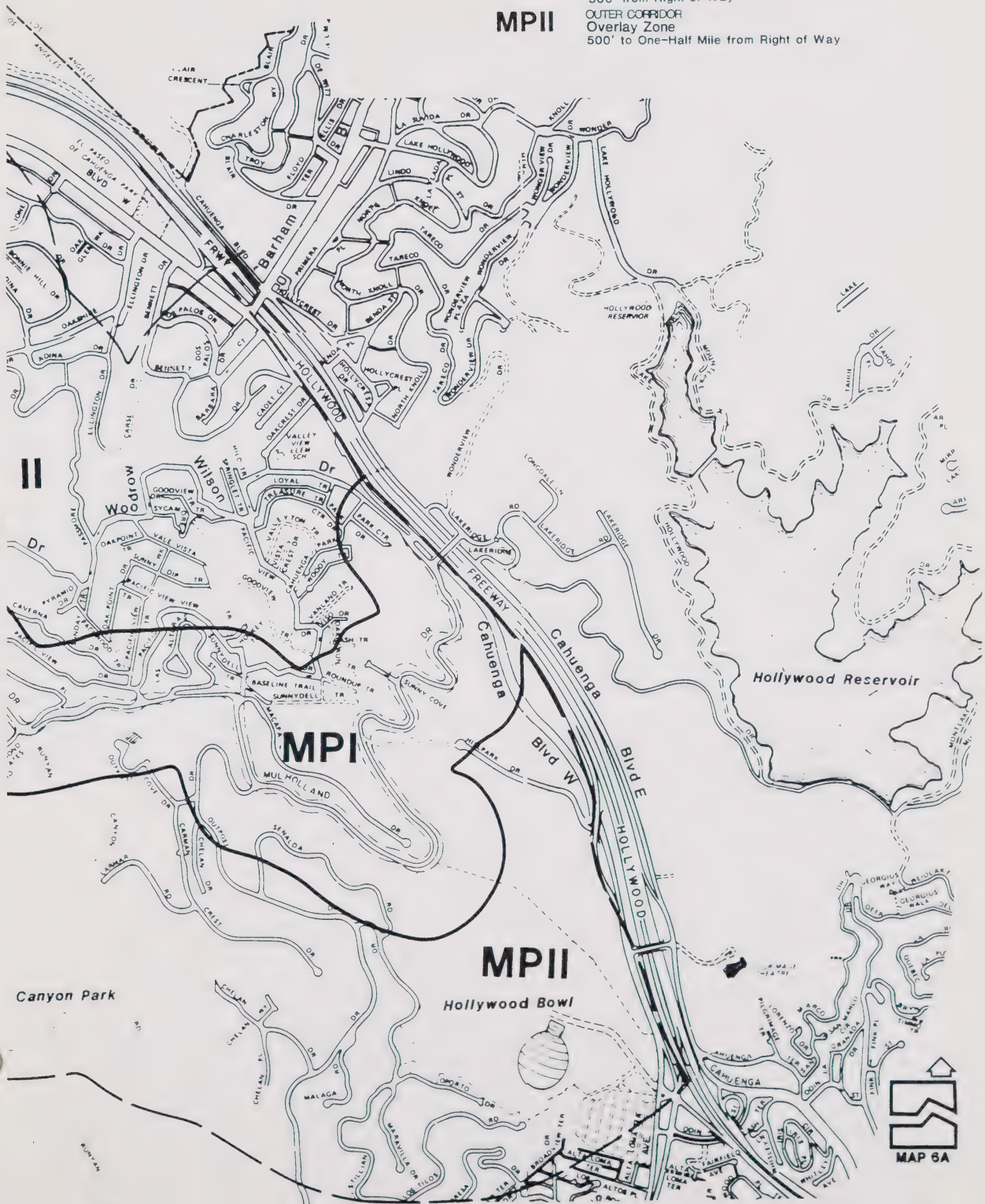
**MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN AREA**

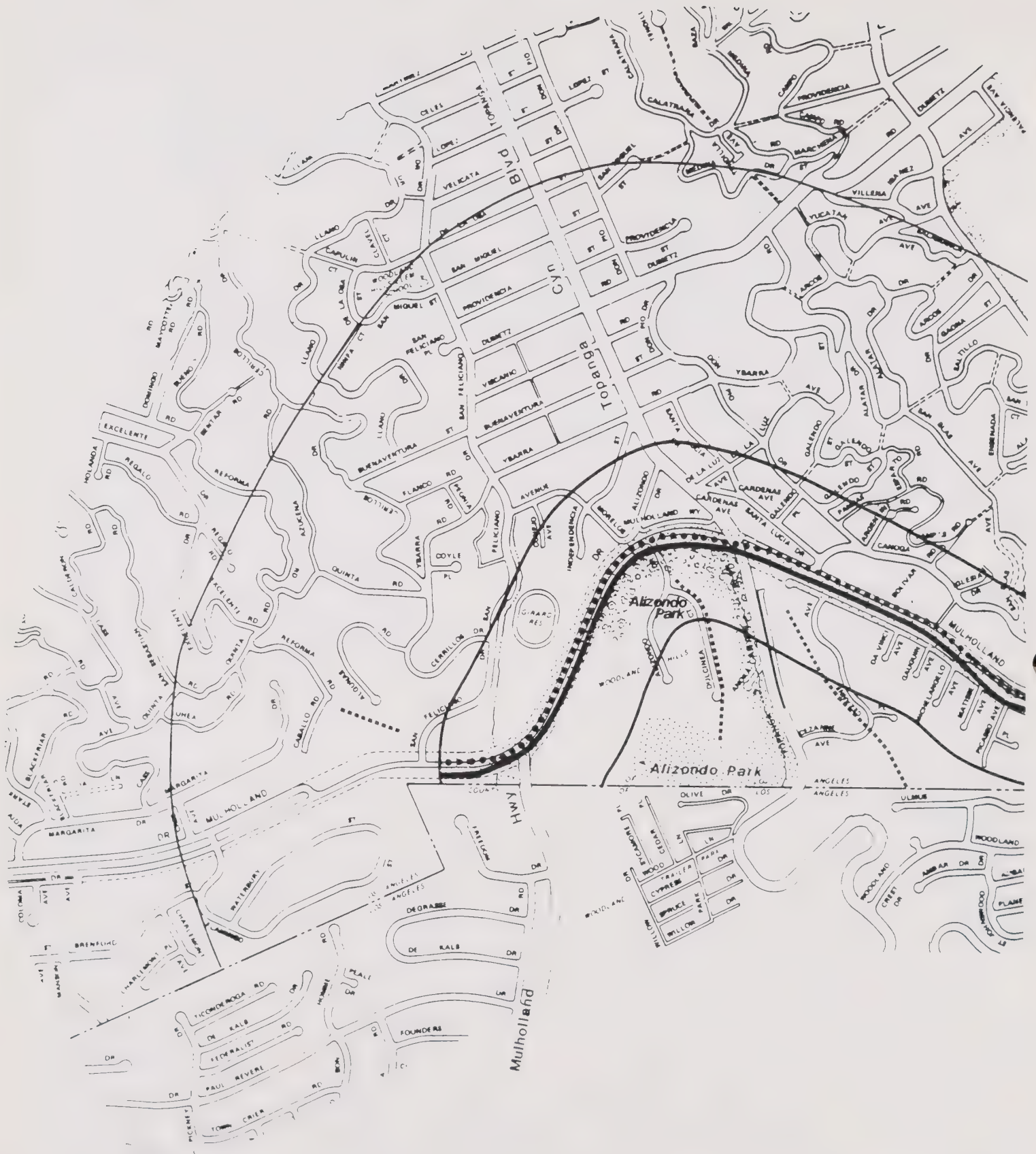
MPI

INNER CORRIDOR
Overlay Zone
500' from Right of Way

MPII

OUTER CORRIDOR
Overlay Zone
500' to One-Half Mile from Right of Way





MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN AREA

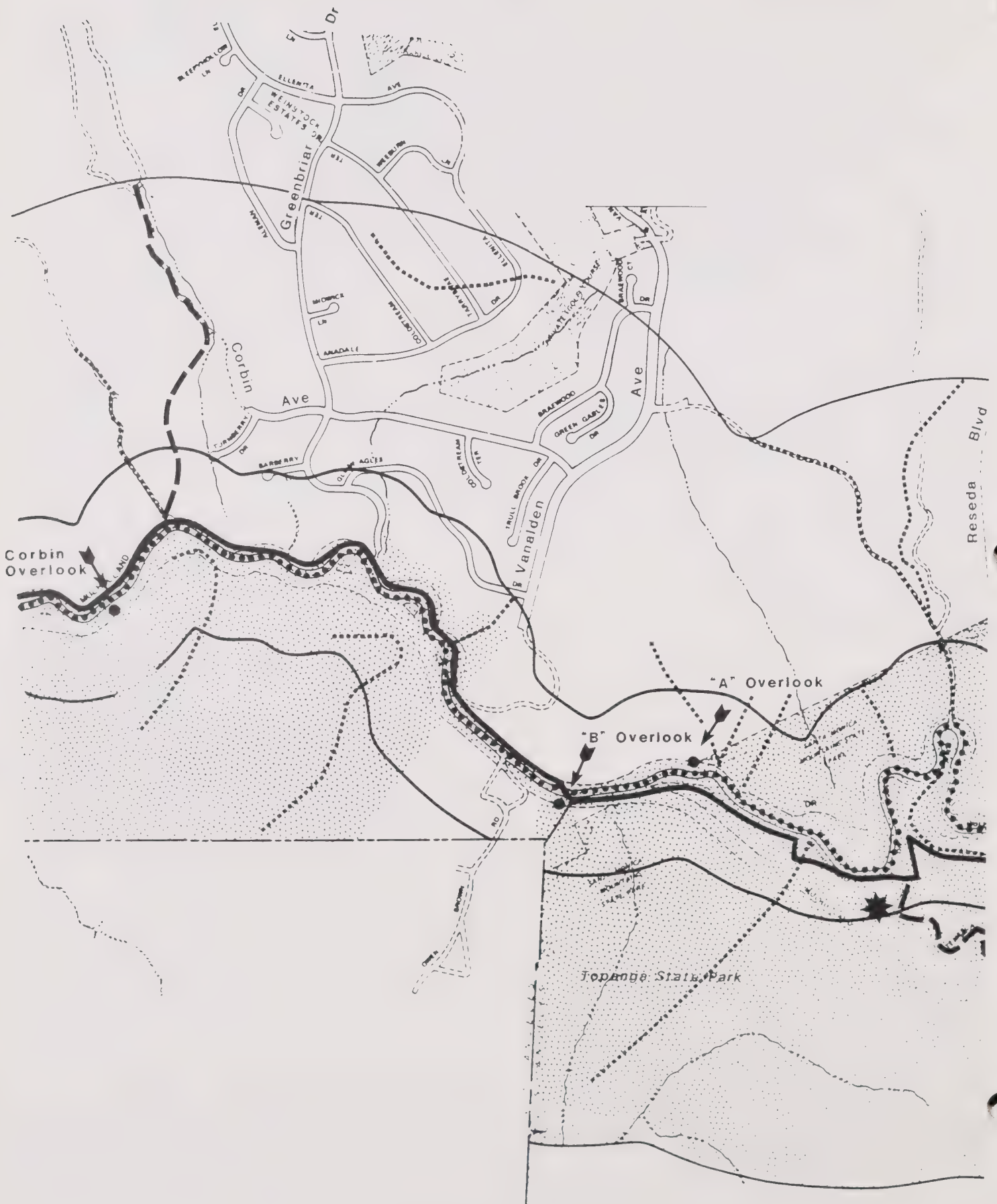
- Publicly-Owned Open Space
- Roadway
- Major Vista Point
- Core Trail
- Existing Trail, Fire or Service Road
- Proposed Trail
- Prominent Ridge
- Public Parkland

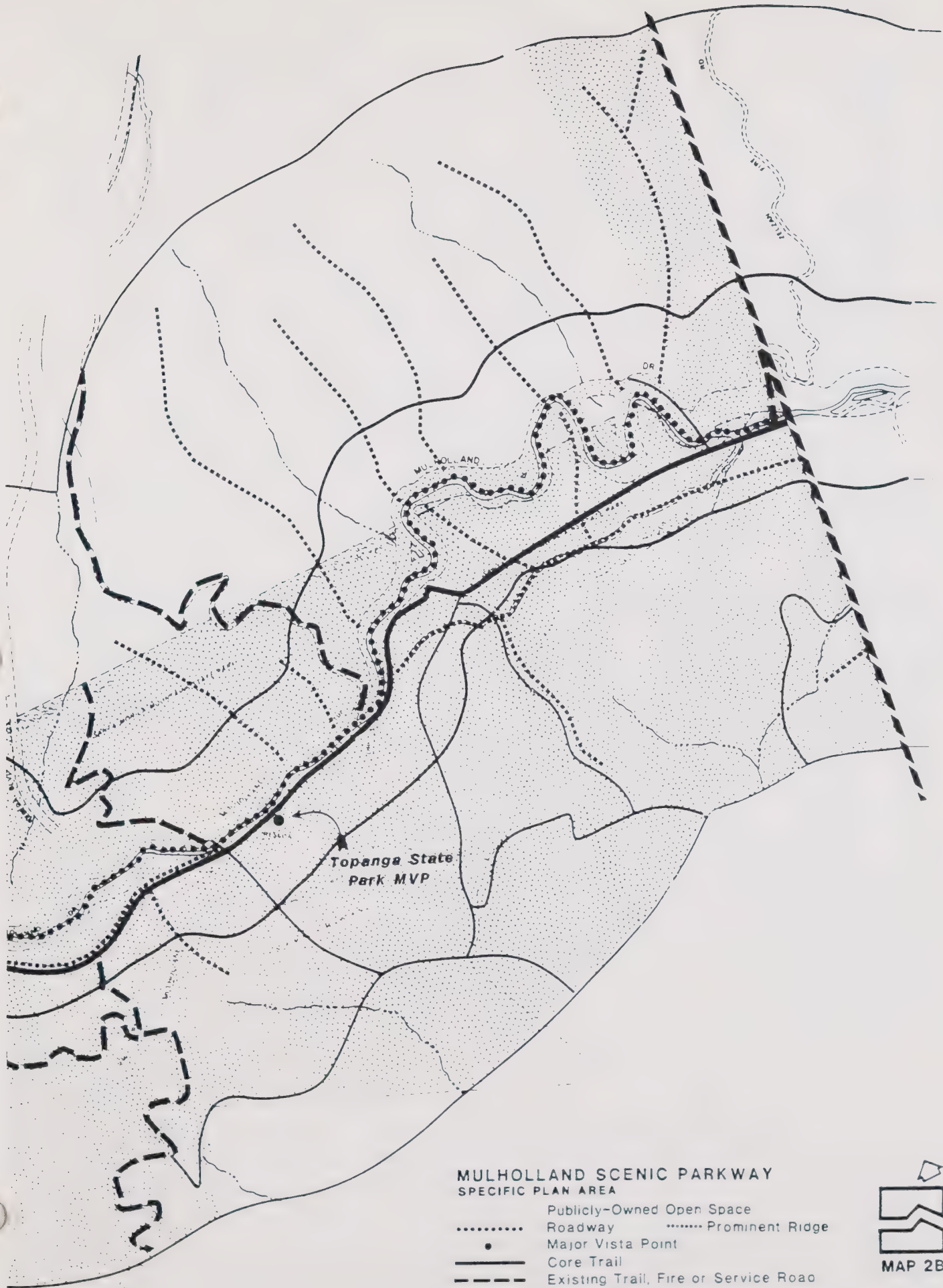


Outer Corridor

Inner Corridor

Outer Corridor





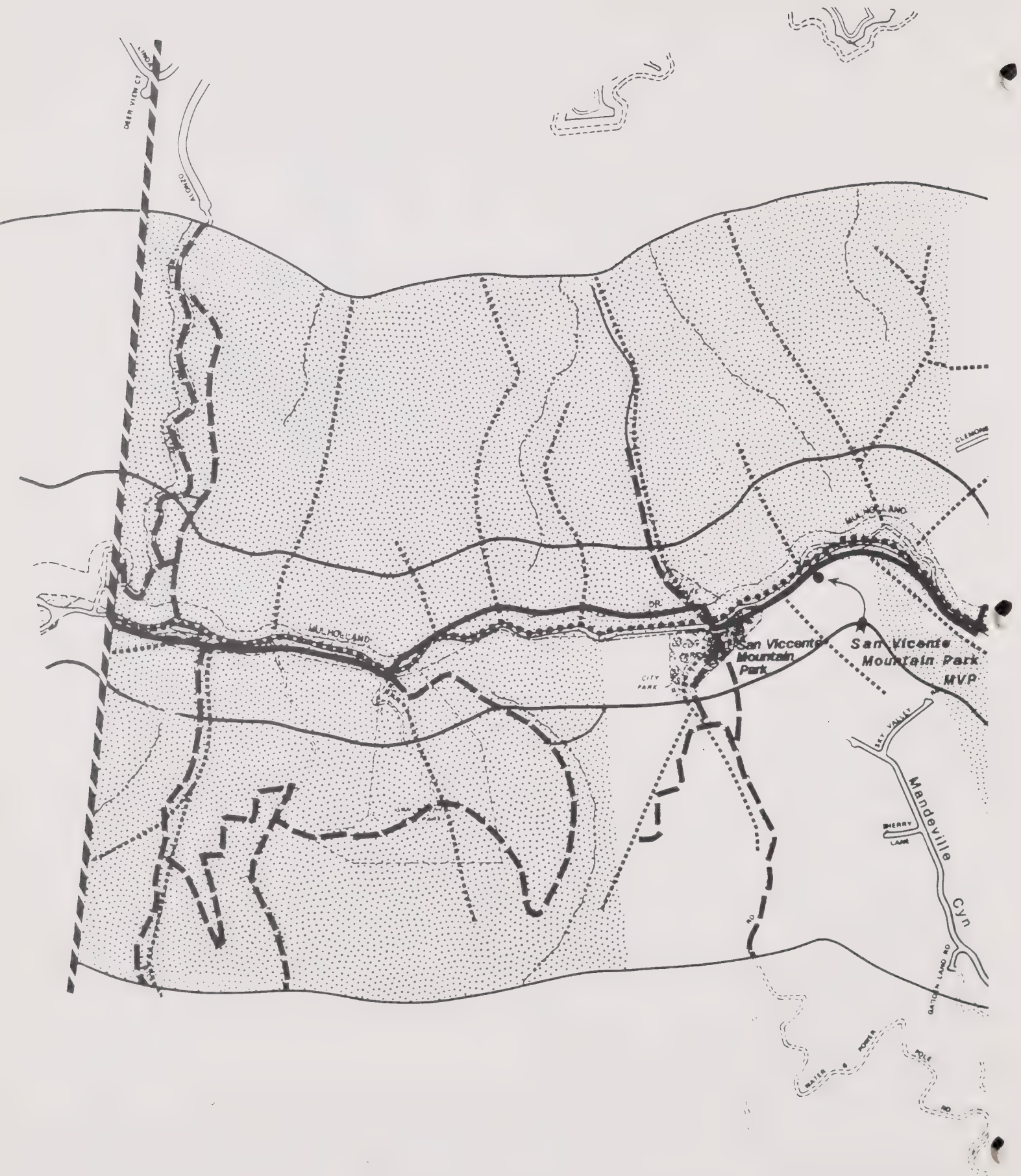
Outer Corridor
Inner Corridor
Outer Corridor

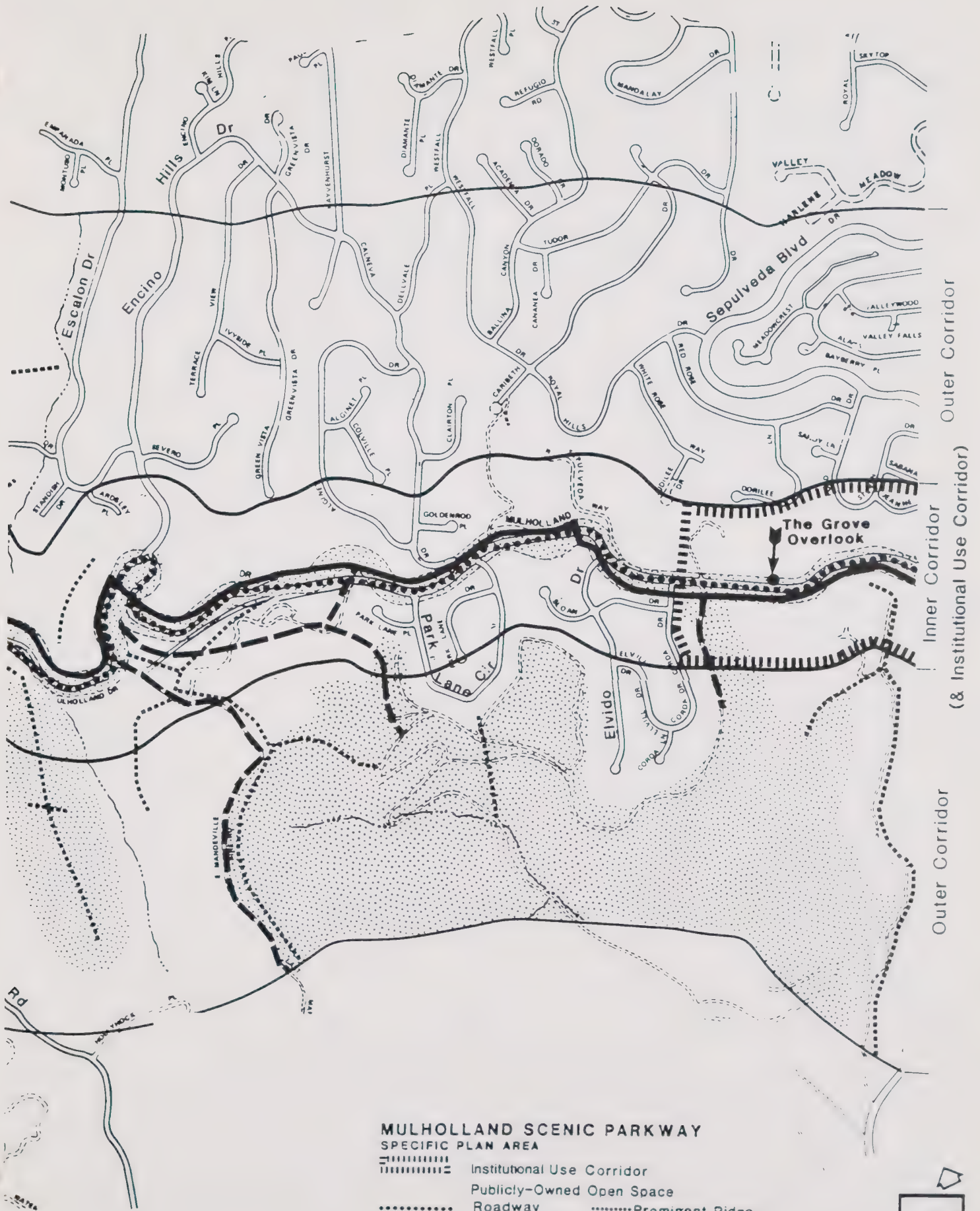
**MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN AREA**

- Publicly-Owned Open Space
- Roadway
- Prominent Ridge
- Major Vista Point
- Core Trail
- - - Existing Trail, Fire or Service Road
- - - Proposed Trail
- ★ Organized Group Meeting Area



MAP 2B



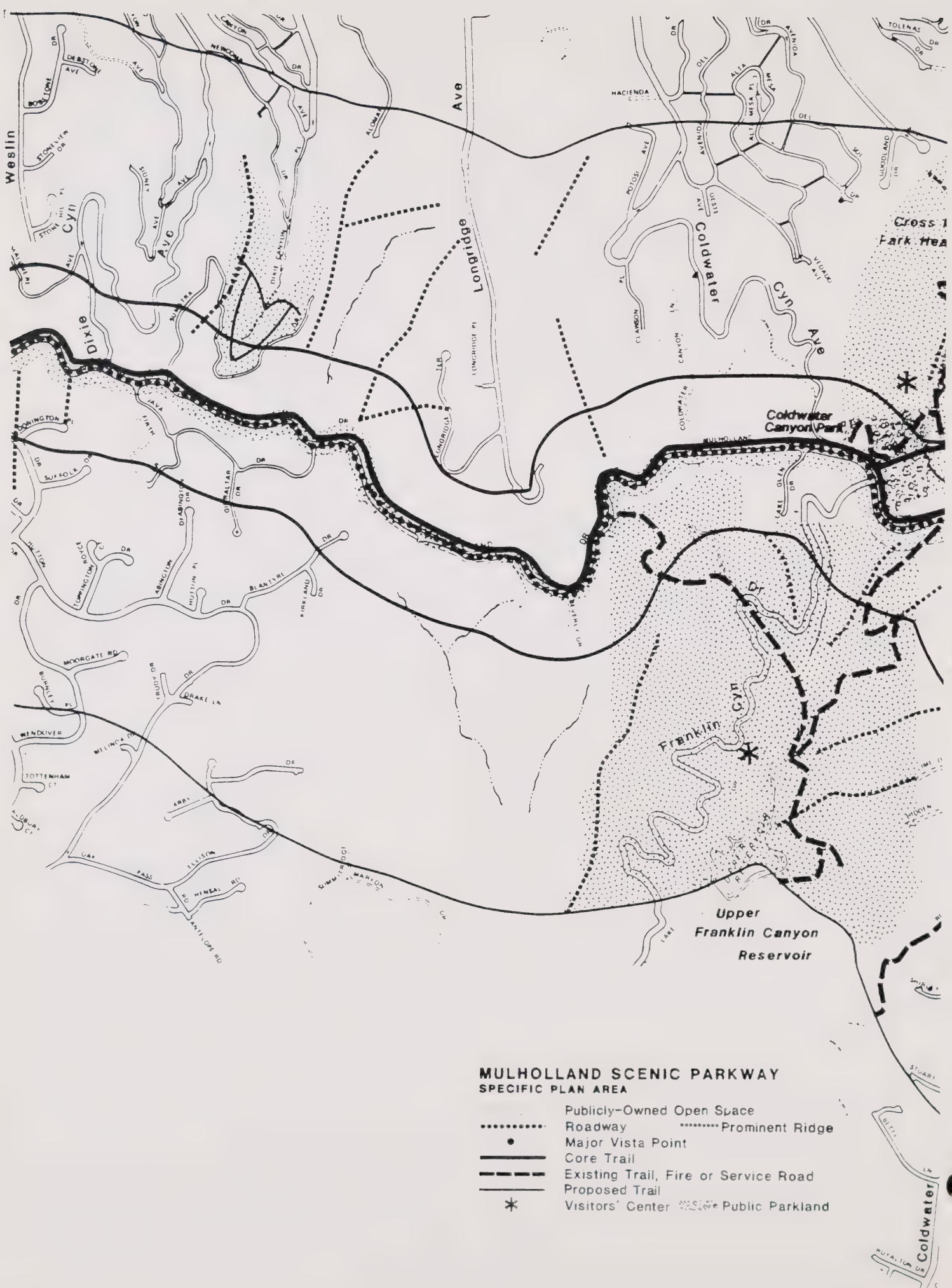


MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN AREA

- Institutional Use Corridor
- Publicly-Owned Open Space
- Roadway
- Prominent Ridge
- Major Vista Point
- Core Trail
- Existing Trail, Fire or Service Road
- Proposed Trail



Upper
Stone Canyon
Reservoir



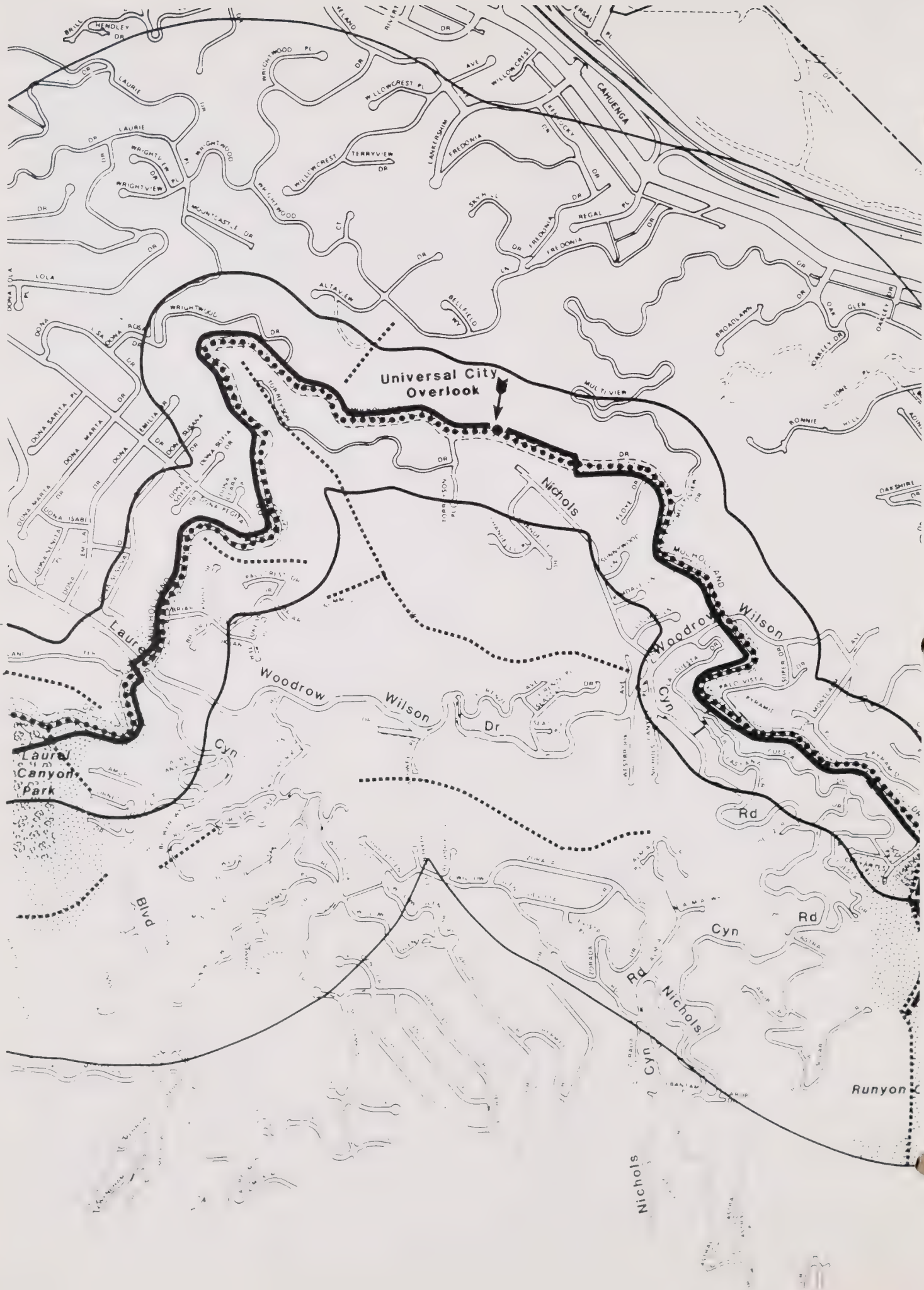
MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN AREA

- Publicly-Owned Open Space
- Roadway
- Prominent Ridge
- Major Vista Point
- Core Trail
- Existing Trail, Fire or Service Road
- Proposed Trail
- Visitors' Center
- Public Parkland

Outer Corridor

Inner Corridor

Outer Corridor



MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN AREA

- Publicly-Owned Open Space
- Roadway
- Major Vista Point
- Core Trail
- Existing Trail, Fire or Service Road
- Prominent Ridge
- Public Parkland



ORIGINAL COMMUNITY PLAN

DEPARTMENT OF CITY PLANNING

Calvin S. Hamilton, Director of Planning
Frank P. Lombardi, Executive Officer
Glenn Blossom, City Planning Officer

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David Kabashima, Project Coordinator
Ray Yoshida, Planning Assistant
Masaru Matoi, Cartographer

GRAPHICS SECTION

Gene Wolfe, Graphics Supervisor
Phil Watson, Publications Unit Head
Richard David, Layout and Design
Oscar Joyner, Senior Cartographer
Don Bramlett, Cartographer

VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN

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* Former Project Staff

MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN

DEPARTMENT OF CITY PLANNING

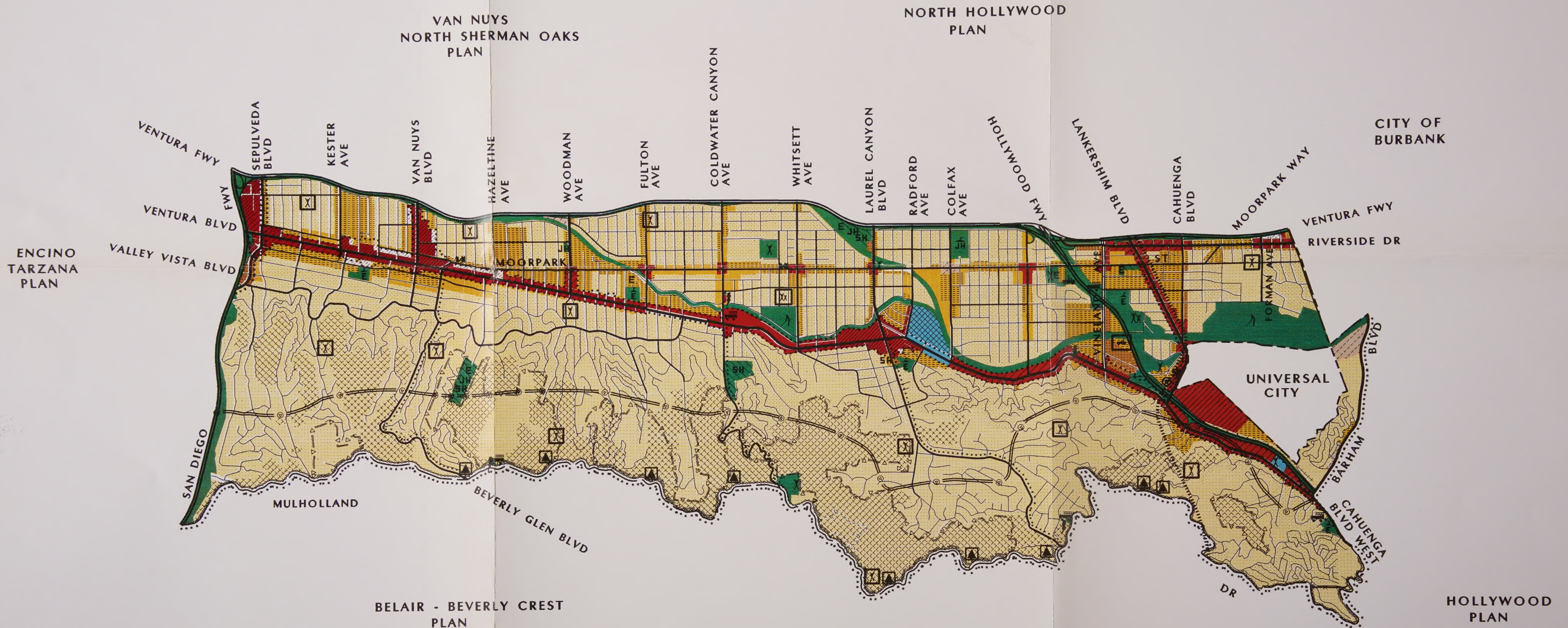
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Note: This map may not reflect recent Plan amendments because it is revised and reprinted less frequently. For information on Plan amendments recently enacted by the Periodic Plan Review program and by other Planning Department Divisions, refer to the amendment list at the front of this booklet and to the individual Plan map pages in this booklet, which are updated annually.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCEMay 25, 1994
11-6-95

TO: Whom it May Concern

FROM: Michelle Clarkson, Senior Clerk
Central Maps and Publications Unit
Department of City Planning

SUBJECT: PLAN BOOKLET REVISIONS

A revision (Mulholland Specific Plan) has been made to the following five (5) plan booklets: Bel Air/Beverly Crest; Brentwood/Pacific Palisades; Canoga Park/Winnetka/Woodland Hills; Encino/Tarzana; and Sherman Oaks/Studio City/Toluca Lake. Please add this revision to each of your community plans.

If you have any questions, please contact our office at 485-5043. ²¹³

MC:smf

Enclosures

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- 2) 90 00044
- 3) 92 00510
- 4) 88 02051
- 5) 92 00507

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